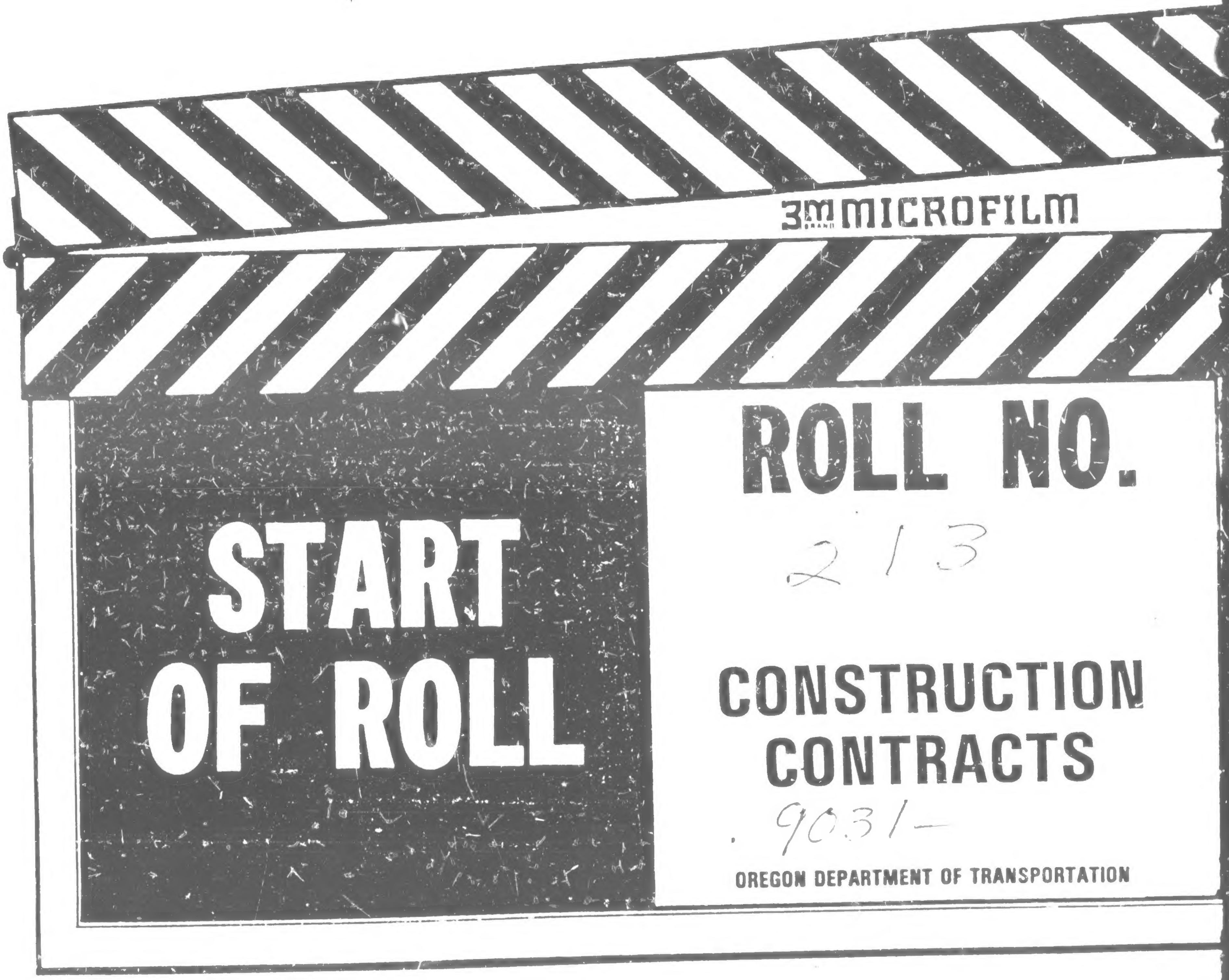


3M BRAND MICROFILM

START OF ROLL

ROLL NO.

213

CONSTRUCTION CONTRACTS

9031-

OREGON DEPARTMENT OF TRANSPORTATION

1979 Woodson Place-Main St. Sec 9031
Goshen-Divide Hwy. in Cottage
Grove. (Grade, pave & signals)

C&A 6555 6-8-78
C&A -3724 6-8-78, 4-25-69
RR. 983 6-7-79

9031

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

12-3-81

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Const. Co. No. 9191	Geary Canal Bridge Klamath County	Nov. 6, 1981
M.C. Lininger & Sons, Inc. No. 9006	Siskiyou Blvd.-Park St. (Ashland) Jackson County	Nov. 6, 1981
Wildish Const. Co. No. 9304	Florence/Eugene Hwy. @ Fisher Rd. Lane County	Nov. 16, 1981
Hannan Bros. Construction, Inc. No. 8877	Walluski River Bridge Clatsop County	Nov. 16, 1981
Mid-Columbia Paving Co. No. 9312	Shaniko-The Dalles/Calif. Hwy. Wasco County	Nov. 17, 1981
Hamilton Const. Co. No. 9115	Rock Creek Bridges Columbia County	Nov. 17, 1981
Howard Logsden Logging No. 9275	Cecil Rock Production Morrow County	Nov. 18, 1981
Douglas S. Coats, Inc. No. 9276	Umatilla River-UPRR X'ing (Echo) Umatilla County	Nov. 19, 1981
Steeck Elect. Co. No. 9218	Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Lane County	Nov. 30, 1981
Peter Kiewit Sons' Co. No. 8804	Long Prairie Rd.-Willow Flat Rd. Hood River County	Nov. 30, 1981
Babler Bros., Inc. No. 8798	Warren-Scappoose Columbia County	Nov. 30, 1981
Ross Bros. Const., Inc. No. 8558	Denny Road Intchge. Washington County	Nov. 20, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Wildish Const. Co. No. 9031	Woodson Place-Main St. (Cottage Grove) Lane County	Nov. 30, 1981
Mill Plain Electric Inc. No. 9205	W. Portland Park & Ride Multnomah County	Dec. 1, 1981
Aubrey Mt. Const. Co. No. 9226	Mill Creek (Park) Bridge Polk County	Dec. 2, 1981

December 3, 1981

Keasey

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9031

4

December 1, 1981

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9031

Gentlemen:

Contract No. 9031 awarded to Wildish Construction Co. for work on the Woodson Place-Main Street (Cottage Grove) Section of the Goshen-Divide Highway in Lane County was completed on November 12, 1981, and accepted by the State Highway Division on November 30, 1981.

The total contract amount is $302,669.30 including $4,323.74 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Wildish Construction Co.
P. O. Box 7428
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: November 30, 1981

C T Keasey

FROM: C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of November 30, 1981.

Contract 9031 On Site Work Substantially Completed April 29, 1981

All Work Completed November 12, 1981

Project Woodson Place-Main St. (Cottage Grove)

Highway Goshen-Divide

County Lane

Type of Work Grading, Paving & Signals

Contractor Wildish Construction Co.

RDC:mk

cc: H. S. Coulter
R. D. Church

NOTED
R. W. GORMSEN

Surety Notified
12-1-81 dmc

9031

DES 16

ROAD DESIGN SECTION

September 17, 1981

Doug Green
Resident Engineer

From: Allau L. Hansen
Design Engineer Supervisor

Subject: Woodson Place-Main Street (Cottage Grove)
Goshen-Divide Highway
Lane County

Your Narrative Report on this project indicates that you had a few problems during construction. It is difficult to anticipate every situation that you may run into on this type of job. It sounds like you had control of these situations.

The storm sewer system certainly could have created lots of problems with the flat roadway grades and the unsuitable native backfill material.

The surfacing base that was proposed between Stations 108 and 116 also got to be a problem due to the existing surfacing material not being suitable to treat with cement. Your aggregate base substitution may not be quite as desirable.

A project underrun of 6 percent is always good news.

ALH:ja

cc Alfred Shirley

1 Versteeg ✓
Anderson
Christensen
Olson
2 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 17 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

9031

L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Woodson Place - Main St. (Cottage Grove)

WEEK ENDING: May 2, 1981

SECTION PREFIX: 120-0512

HIGHWAY: Goshen - Divide

COUNTY: Lane

NAME OF JOB: Woodson Place - Main Street

KIND OF WORK: Grade, Pave and Signals

CONTRACTOR: Wildish Const. Co.

CONTRACT NUMBER: 9031

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: September 25, 1979

DATE WORK STARTED: December 17, 19~~81~~ 79

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 4

MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: workdays 318*

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 316

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 601,354.00

EXCLUSIVE OF ENGINEERING: $ 553,679.12

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 515,033.00

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.0 %

ENGINEERING AUTHORIZATION: $ 47,685.00

ENGINEERING COST TO DATE: $ 35,600.00

This Week 150.00

PERCENT OF AUTHORIZATION: 75 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.45	0.45			0.45
MILES PARTIALLY COMPLETED	0.45	0.45			0.45
MILES COMPLETED	0.45	0.45			0.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2585 CY	5450 CY			2700T
TOTAL QUANTITIES CORRECTED TO DATE	3001	5280			2500
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3001	5280			2500
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project Complete				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

ASHE K
CAE
FOE
QCE
SCS
EEO

RECEIVED
MAY 4 1981
CONSTRUCTION BRANCH

OM
CA
LE
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

4-26-81 SUNDAY	
4-27-81 MONDAY	
4-28-81 TUESDAY	
4-29-81 WEDNESDAY	Clarke Electric - Activated Signals at 9th and Main.
4-30-81 THURSDAY	
5-1-81 FRIDAY	
5-2-81 SATURDAY	

REMARKS

Mileage for April, 1980 was 18,500 miles.

Mileage for April, 1981 to date is 30,492 miles.

* Time extension of 68 days approved 1-28-81

Calendar Day Count resumed April 29, 1981.

Project completed April 29, 1981 (Second Notification)

SIGNED K. Malmberg for D. W. Greene, Res. Engr. LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9031

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 28, 1981

In Reply Refer to
File No CON 5 #9031

Wildish Construction Company
P.O. Box 7428
Eugene, OR 97401

Re: Time Extension Request
Woodson Place-Main Street
Cottage Grove
Lane County
Contract No. 9031

NOTED
H.S. COULTER

Gentlemen:

Your request for additional contract time in which to complete the above referenced project has been carefully reviewed. A time extension of 68 days is granted in accordance with that portion of Section 108.09 in the Standard Specification allowing an adjustment of time for extra work and changes or errors in the plans. The revised completion time for the project will be 318 calendar workdays. This will relieve you of all liquidated damages charged to date and allow six additional calendar workdays without liquidated damages at such time as your day count resumes.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

cc: H. S. Coulter
Alfred Shirley, Jr.
Doug Greene
Bob Church

RECEIVED
STATE HWY ENGR
JAN 28 '81
REFER TO
FOR

Info	[illegible]	R/O	O/R	Sign	Act	File

Form 734-3122

#c 31

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities 378-6511
DEPT TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: June 9, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF: 1099
CROSSING NO's.: C-626.6
27A-000.26

BUILDING

Attached is a copy of Order No. 80-421 issued by the Public Utility Commissioner on May 29, 1980, relative to the above subject matter.

RDT/vlw
Attach.

cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
A. Shirley (2)
L. R. Asburry
Doug Greene NOTE: Please note item 5; advise me of completion dates so I may notify the Commissioner.
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

RECEIVED
STATE HWY ENGR
JUN 10 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

ORDER NO. 80-421

ENTERED May 29, 1980

PUC CROSSING NO. C-626.6
DOT CROSSING NO. 756 359 T

PUC CROSSING NO. 27A-000,26
DOT CROSSING NO. 857 798 G

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1099

In the Matter of the Application of)
the STATE OF OREGON, by and through)
its DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION for the authority,)
pursuant to ORS 763.030, to alter)
an existing railroad-highway grade)
crossing of Main Street and the tracks)
and right-of-way of Southern Pacific) ORDER
Transportation Company, Siskiyou Line,)
in Cottage Grove, Lane County, Oregon,)
by interconnecting traffic signals to)
be installed at the adjacent inter-)
section of Ninth Street (Goshen-Divide)
Highway) with existing protective)
devices installed at said crossing.)

On July 5, 1979, the State of Oregon, by and through the Oregon Department of Transportation, Highway Division, duly filed an application with the Commissioner, pursuant to ORS 763.030, to alter a grade crossing of Main Street, a street under the jurisdiction of the City of Cottage Grove, and the main track, siding track, house track and right-of-way of Southern Pacific Transportation Company, Siskiyou Line, in Cottage Grove, Lane County, Oregon.

The following parties made comments and recommendations to the application: PUC staff, by letter dated August 28, 1979; and Southern Pacific Transportation Company, by letter dated September 24, 1979. Applicant amended its application by letters dated September 4, 1979 and December 7, 1979.

RECEIVED
JUN 5 1980
RR & UTILITY UNIT

Main Street is a two-way, curbed, paved street running in an east-west direction. Main Street has two railroad-highway grade crossings: the Southern Pacific Transportation Company's three-track crossing No. C-626.6, consisting from east to west of siding track, main track and house track; and the Oregon, Pacific & Eastern Railway Company's two-track crossing No. 27A-0.26, consisting of a main track and yard lead track. Each of these crossings lie easterly of but in near proximity to the intersection of Main Street and the Goshen-Divide Highway (Highway 99). The Southern Pacific grade crossing is approximately 145 feet easterly of the Main-Highway 99 intersection. The Oregon, Pacific & Eastern grade crossing lies approximately 200 feet easterly of the Southern Pacific crossing.

Applicant proposes to interconnect the existing traffic signals at the intersection of Main Street and Highway 99 with the existing grade crossing protection devices at the Southern Pacific crossing of Main Street. These consist of two flashing light signals and two automatic gates. The interconnection will include a train preemption phase in the operation cycle of the traffic signals. A part-time "STOP HERE ON RED" restriction sign will be located easterly of the crossing. Applicant also proposes to install a "DO NOT STOP ON TRACKS" sign on Main Street just east of the Oregon, Pacific & Eastern Railway Company tracks at crossing No. 27A-0.26.

Copies of the application, amendments and responses thereto were duly served upon Southern Pacific Transportation Company, Lane County, City of Cottage Grove and applicant. No objection by any party has been made to the granting of the application as amended.

Due consideration has been given to all representations, amendments and responses thereto in this proceeding. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

The Commissioner finds that the interconnection of the adjacent traffic signal installation and the grade crossing protective devices are required by the public safety, convenience and welfare.

Based upon the amended application, files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is hereby granted.

2. Applicant shall:

   a. Interconnect the existing traffic signals at the intersection of Highway 99 and Main Streets with the existing automatic grade crossing protective devices installed at crossing No. C-626.60, and provide a train preemption phase in the operation of the traffic signals in accordance with OSHD drawing No. 4669 dated August 1979, and bear all the cost thereof;

   b. Furnish, install and maintain a part-time "STOP HERE ON RED" restriction sign, installed easterly of crossing No. C-626.60, and located in such a manner that no portion of the sign will block a motorist's view of the flashing light signal and automatic gate signal, and bear all the cost thereof;

   c. Furnish and install a "DO NOT STOP ON TRACKS" sign on the easterly side of crossing No. 27A-0.26, and bear all the cost thereof; and

   d. Bear all the cost of interconnecting the grade crossing protective devices with the traffic signals.

3. Southern Pacific Transportation Company shall:

   a. Subject to reimbursement as provided herein, provide appropriate interconnection between the existing grade crossing protective devices at the crossing and the existing traffic signal installation at the intersection of Main Street and 9th Street;

   b. Maintain the interconnection circuitry ordered herein, and bear all the cost thereof; and

   c. Furnish, install and maintain a multiple-track sign on the mast of each flashing light signal at crossing No. C-626.60, and bear all the cost thereof.

4. The City of Cottage Grove shall maintain the "DO NOT STOP ON TRACKS" sign ordered in paragraph 2.c. herein, and bear all the cost thereof.

5. Each party shall notify the Commissioner upon completion of its portion of the project.

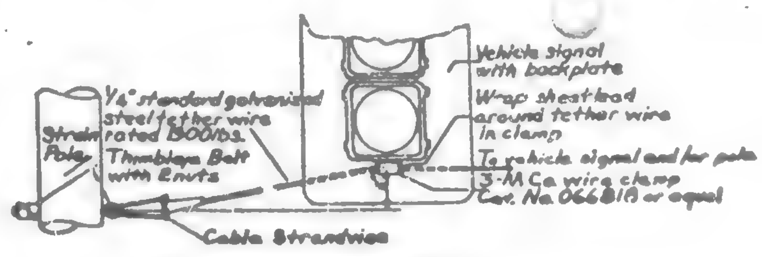
All previous orders of the Commissioner and the provisions thereof which relate or pertain to the operation of trains, protective devices, construction or maintenance of the Main Street grade crossing shall continue in full force and effect unless they are in conflict with the terms of this order.

Made, entered and effective 5/29/80.

JOHN J. LOBDELL
Public Utility Commissioner

ah

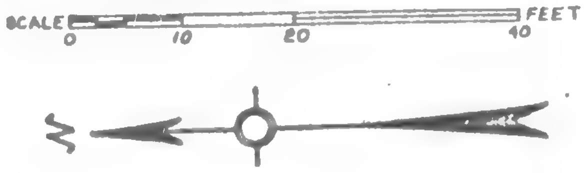
9031

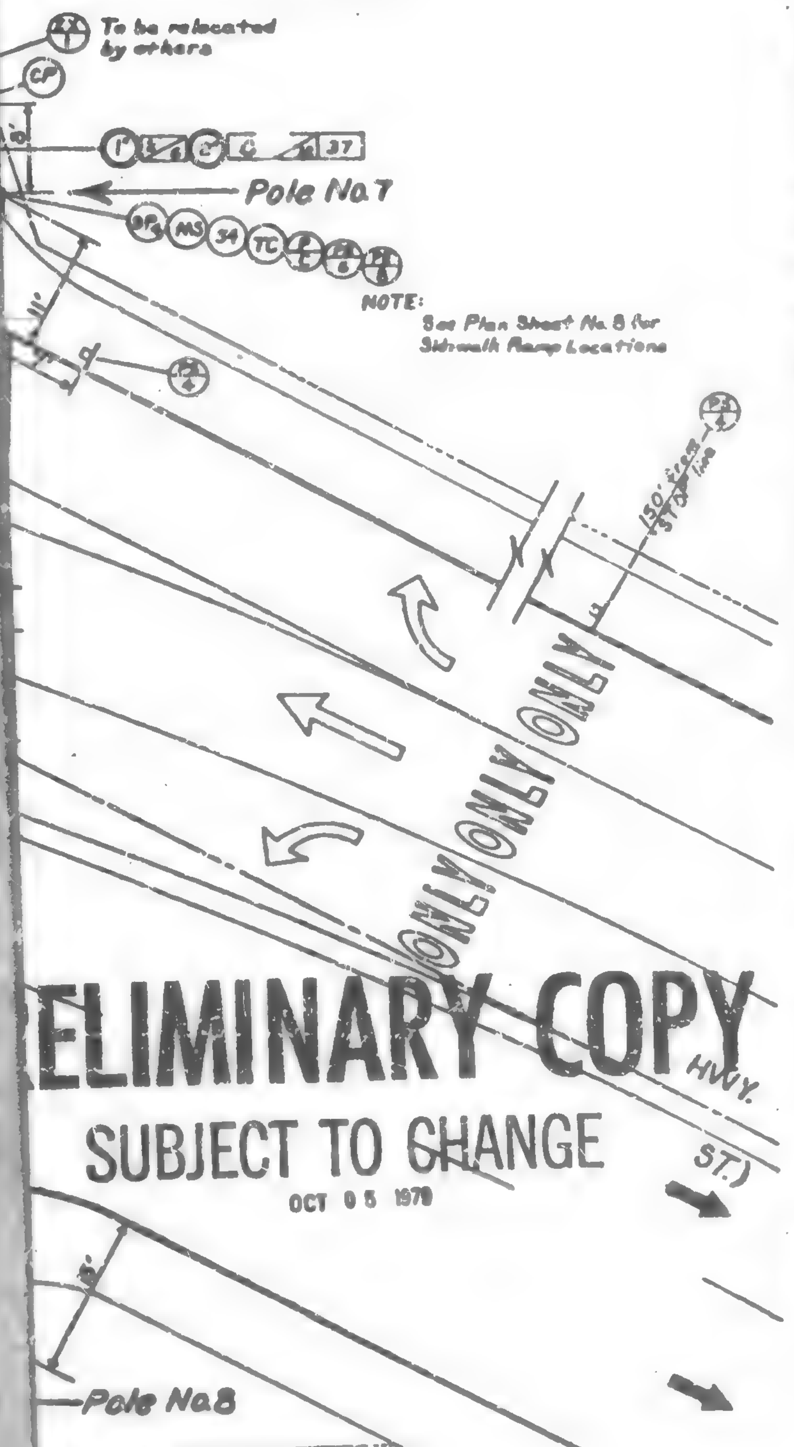

Vehicle signal with backplate
1/4" standard galvanized steel tether wire rated 800lbs.
Wrap sheet lead around tether wire in clamp
Strain Pole
Thimbleye Bolt with 2 nuts
To vehicle signal and/or pole
3-M Co wire clamp Cat. No. 06681A or equal
Cable Strandvise

TETHER WIRE DETAIL

NO SCALE

SIGNAL PLAN
E. MAIN ST. AT N. 9TH ST


SCALE
0
10
20
40
FEET
N


EX/1
To be relocated by others
CP
37
Pole No.7
SP
MS
54
TC
NOTE:
See Plan Sheet No. 8 for Sidewalk Ramp Locations
150' from ... line
ONLY
ONLY
ONLY
ONLY
HWY.
ST.)
Pole No.8

RELIMINARY COPY
SUBJECT TO CHANGE
OCT 05 1979

L E G E N D

EX/1	Existing power pole (power source)
AL/ES	Reinstall existing guide sign (see Signal Removal Plan & Detail "B")
S	Install (S)-inch electrical conduit
N	Install (N) No. 14 Type THWN wires
N/G	Install (N) No. (G) Type TW wires
C	Install one No. 6 Type THWN wire (Signal system common)
X-N/G	Install (X) (N)-wire No. (G) control cable
SP3	Install steel strain pole; 12" O.D., 3 Ga., 28 ft.
SP4	Install steel strain pole; 12" O.D., 0 Ga., 28 ft.
39	Install 3/8" galv. messenger cable
40	Install 1/4" galv. tether wire
54	Install service cabinet with 40 amp SPST circuit breaker
MS	Install 120-volt meter service
TC	Install terminal cabinet
Cp	Install 8-phase fully-actuated controller in Type "P" cabinet
LA/L	Install (L)-foot luminaire arm
MV	Install 400-watt mercury vapor lamp in medium, semi-cutoff Type III Luminaire with built-in 120-volt ballast and photo-electric relay; Mounting Height 30 feet
V/Ph	Install Phase (Ph) vehicle signal
PV/Ph	Install Phase (Ph) optically-programmed vehicle signal
P/T	Install Type (T) Modified pedestrian signal
PB/Ph	Install Phase (Ph) pedestrian pushbutton with instruction sign
OS/RL	Install interior-illuminated "LEFT TURN SIGNAL" sign
PR/4	Install post-mounted "RIGHT LANE MUST TURN RIGHT" sign R3-7
J	Install 8"x8"x4" cast iron pull box

S = Size shown
N = Number shown
G = AWG wire size
L = Length shown
[illegible] = 12" Red, 12" Yellow, 12" GLTA
Ph = Phase shown
T = Type shown
X = Number of cables
423 = 12" Red, 8" Yellow, 8" Green
459 = 12" Red, 12" Yellow, 12" GRTA

AS/TR	*Install aluminum through and right arrow sign* *
AS/TT	*Install aluminum through arrow "ONLY" sign* *

* See SPAN MOUNTING DETAIL, Dwg. No. 4668.

William Green Jr.
CITY APPROVAL

October 1/15/79
DATE

FOUNDATION DATA

POLE NO.	FOUNDATION DEPTH	VERTICAL REINFORCEMENT
5	7'-6"	8 No. 8 bars, grade 40 or 60
6	7'-6"	8 No. 6 bars, grade 40 or 60
7	8'-0"	12 No. 6 bars, grade 40 or 8 No. 6 bars, grade 60
8	8'-0"	12 No. 6 bars, grade 40 or 8 No. 6 bars, grade 60
*9	6'-0"	8 No. 6 bars, grade 40 or 60
*10	6'-0"	8 No. 6 bars, grade 40 or 60

* See Dwg No. 4669 for location

APPROVED
C. E. George
TRAFFIC ENGINEER
9/15/79
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
WOODSON PLACE-MAIN ST. (COTTAGE GROVE) SEC.
GOSHEN-DIVIDE HIGHWAY
LANE COUNTY

DATE August 1979

T.E. DWG. NO. 4667

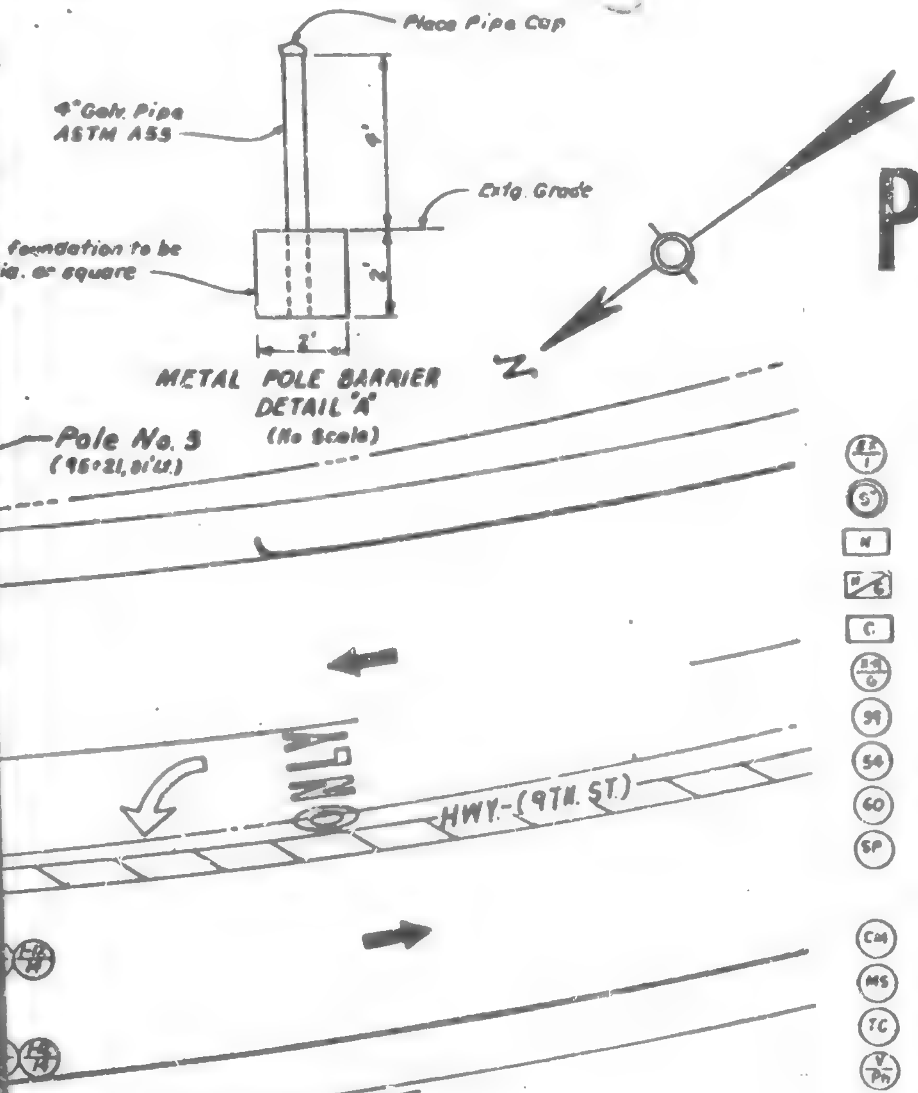
SIGNAL PLAN
GOSHEN-DIVIDE HWY. (N. 9TH. ST.) AT WOODSON PL.

SCALE 0 10 20 40 FEET

PRELIMINARY COPY

SUBJECT TO CHANGE

SEP 12 1979


Place Pipe Cap
4" Galv. Pipe ASTM A53
Extg. Grade
foundation to be dia. or square
2'
METAL POLE BARRIER DETAIL "A" (No Scale)
N
Pole No. 3 (95+21, 01' Lt.)
ONLY
HWY.-(9TH. ST.)

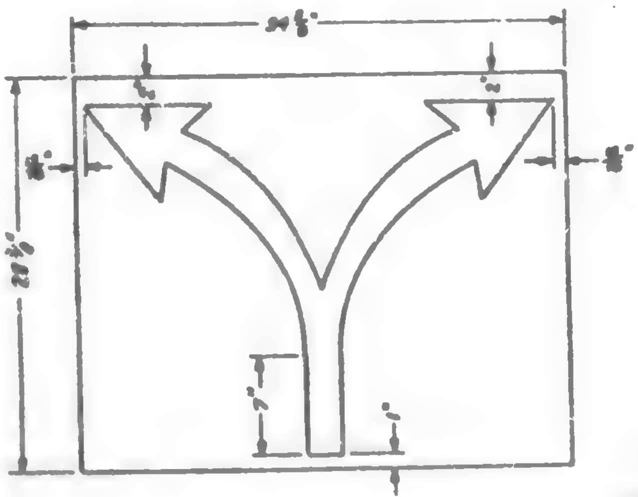
LEGEND

E.P./1	Existing power pole (power source)
S"	Install (S") inch electrical conduit
N	Install (N) No. 14 type THWN wires
N/G	Install (N) No. (G) type TW wires
C	Install one No. 8 type THWN wire (signal system common)
X-N/G	Install (X)-(N) conductor No. (G) control cable
39	Install 3/8-inch galvanized messenger cable
54	Install service cabinet with 30 amp SPST circuit breaker
60	Install metal pole barriers on 3' center-to-center spacing (See Detail "A")
SP	Install steel strain pole. *(See Special Provisions)*
CM	Install *three-phase* fully-actuated controller in Type "M" cabinet
MS	Install 120 volt meter service
TC	Install terminal cabinet
V/Ph	Install Phase (Ph) vehicle signal
[illegible]	Install Phase (Ph) optically-programmed vehicle signal
P/T	Install type (T) modified pedestrian signal
[illegible]	Install Phase (Ph) pedestrian pushbutton with instruction sign
[illegible]	Install interior-illuminated left and right arrow sign (See detail left)
[illegible]	Install interior-illuminated right arrow "ONLY" sign
[illegible]	Install interior-illuminated through arrow "ONLY" sign

S = Size shown
N = Number shown
G = AWG wire size
X = Number of cables

Ph = Phase shown
T = Type shown
428 = 12" Red, 8" Yellow, 8" Green
456 = 12" Red, 12" Yellow, 12" Green
458 = 12" Red, 12" Yellow, 12" GLTA

[illegible]	*Install interior illuminated "LEFT TURN SIGNAL" sign*
40	*Install 1/4 inch standard galvanized tether cable*



INTERIOR ILLUMINATED SIGN DETAIL
No Scale

William Gr[illegible]
CITY APPROVAL

Sept. 27 1979
DATE

Note: See dwg. T.E.S. 1473 for details not shown.

POLE FOUNDATION DATA

NO.	FOUNDATION DEPTH	VERTICAL REINFORCEMENT
	6'-6"	8 No. 6 bars, grade 40 or 60
	7'-6"	8 No. 6 bars, grade 40 or 60
	6'-6"	8 No. 6 bars, grade 40 or 60
	6'-6"	8 No. 6 bars, grade 40 or 60

APPROVED
E. Gorge
TRAFFIC ENGINEER
5/15/79
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC [illegible]

TRAFFIC SIGNAL INSTALLATION
WOODSON PLACE-MAIN ST. (COTTAGE GROVE) SEC.
GOSHEN-DIVIDE HIGHWAY
LANE COUNTY

August 1979
ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1480, 1481, 1488, 1489, 34606, 4666, 4667, 4668, 4669 & S-5.

T.E. DWG. NO. 4665

9031

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY

Date -

Project: Woodson Place - Main St. (Cottage Grove) Section

Highway: Goshen- Divide

Scheduled for Letting: Sept. 20, 1979

County : Lane

Type of Project : Bond '74

Prefix : 120 - 1313

Completion Time : 240 Calendar Days (signal installation only)

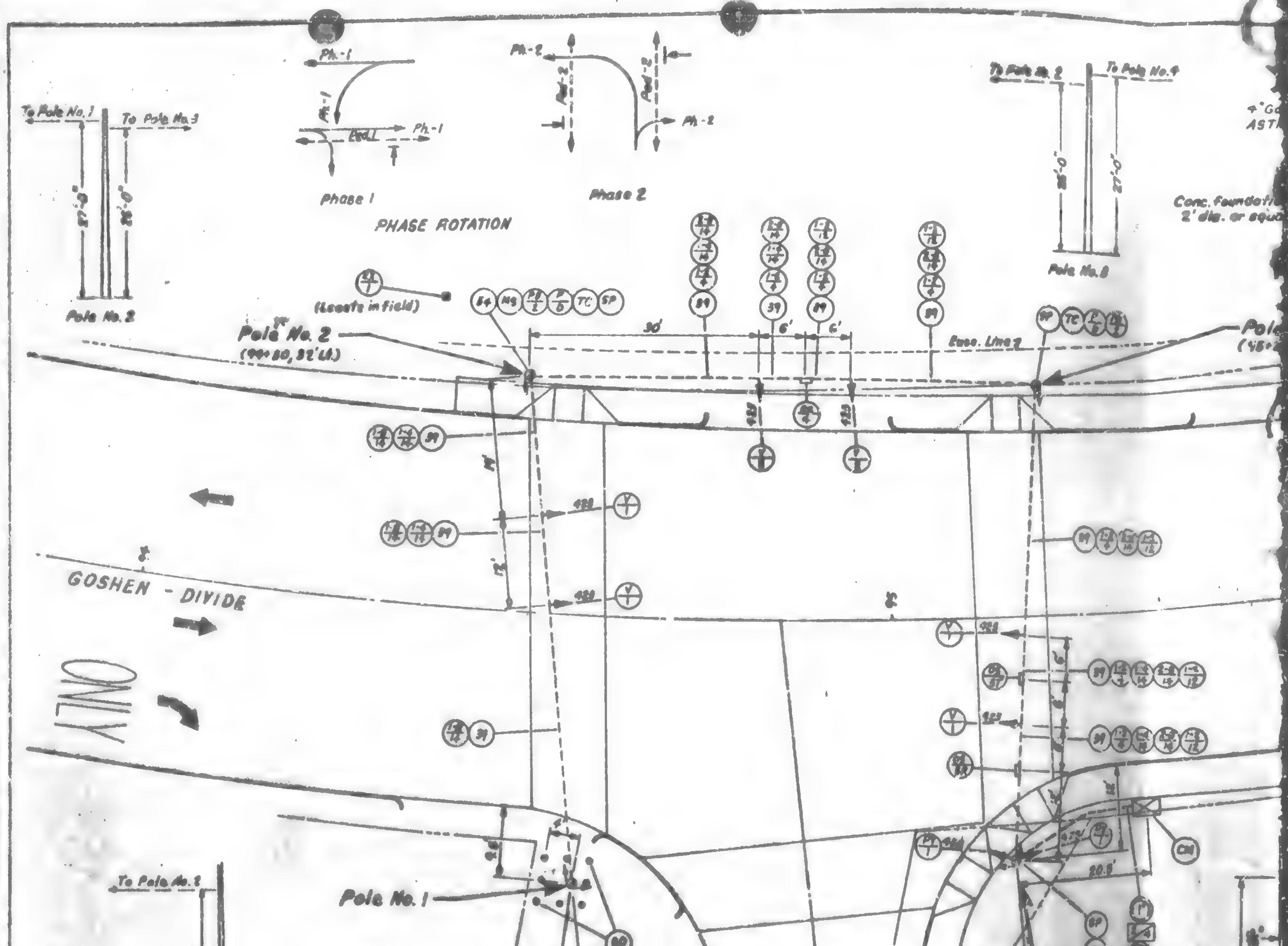
BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for ____	All Specified Lump Sum		$ Const.
2.	Temporary Signs for ____	____ sq. ft.	$____	$ Const.
3.	Flagmen for ____	____ hr.	$____	$ Const.
4.	Traffic Signal Installation, Complete for ____	All Specified Lump Sum		$ 98,400
		Estimated Contract Cost		$ 98,400

ANTICIPATED ADDITIONAL ITEMS

Striping (2 intersections)	$ 2,500	
Signing	$	
Controller Testing (Engineering)	$ 2,000	
	$	$ 4,500
(13½%) Engineering and Contingencies		$ 13,900
ESTIMATED PROJECT COST		$ 116,800

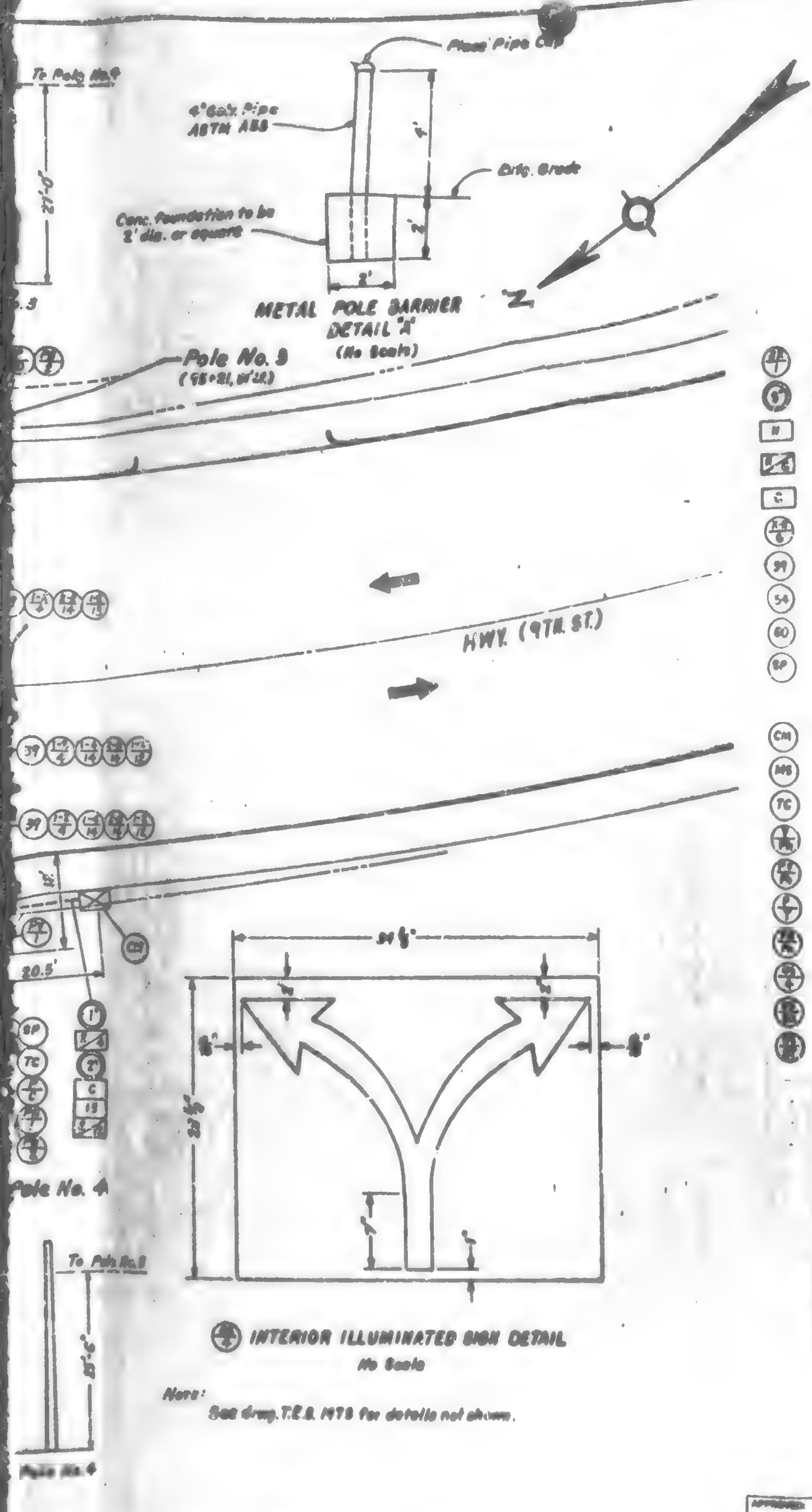
COMMENTS:



To Pole No. 1
To Pole No. 3
27'-0"
26'-0"
Pole No. 2
Ph-1
Ped.1
Ph-1
Phase 1
Ph-2
Ped-2
Ped-2
Ph-2
Phase 2
PHASE ROTATION
To Pole No. 2
To Pole No. 4
26'-0"
27'-0"
Pole No. 3
Conc. foundati
2' dia. or squa
(Locate in field)
Pole No. 2
(99+50, 32' Lt.)
30'
6'
6'
Esmt. Line
TC
SP
GOSHEN - DIVIDE
ONLY
Pole No. 1
To Pole No. 2
15'
Pole No. 4
To Pole No. 3
Note:
1 or 2 heads as required
1½" Pipe Frame
Terminal Compartment
Drill and tap for (2) ½" NF Cap Screws
MODIFIED PEDESTRIAN SIGNAL
SIDE POLE MOUNTING
PLACE
WOODSON
POLE
POLE NO.
FOUN
DE
1
2
3
4

SIGNAL PLAN
GOSHEN-DIVIDE HWY.(N.9TH. ST.) AT WOODSON PL.

SCALE 0 10 20 40 FEET



METAL POLE BARRIER DETAIL "A"
(No Scale)

INTERIOR ILLUMINATED SIGN DETAIL
No Scale

Note:
See dwg. T.E.S. 1478 for details not shown.

L E G E N D

Existing power pole (power source)
S Install (S") inch electrical conduit
N Install (N) No. 14 type THWN wires
N/G Install (N) No. (G) type TW wires
C Install one No. 8 type THWN wire (signal system common)
X-N/G Install (X)-(N) conductor No. (G) control cable
39 Install 3/8-inch galvanized messenger cable
54 Install service cabinet with 30 amp SPST circuit breaker
60 Install metal pole barriers on 3' center-to-center spacing (See Detail "A")
SP Install steel strain pole.

CM Install two-phase, fully-actuated controller in Type "M" cabinet
MS Install 120 volt meter service
TC Install terminal cabinet
Install Phase (Ph) vehicle signal
Install Phase (Ph) optically-programmed vehicle signal
Install type (T) modified pedestrian signal
Install Phase (Ph) pedestrian pushbutton with instruction sign
Install interior-illuminated left and right arrow sign (See detail left)
Install interior-illuminated right arrow "ONLY" sign
Install interior-illuminated through arrow "ONLY" sign

S = Size shown
N = Number shown
G = AWG wire size
X = Number of cables
Ph = Phase shown
T = Type shown
428 = 12" Red, 8" Yellow, 8" Green
456 = 12" Red, 12" Yellow, 12" Green

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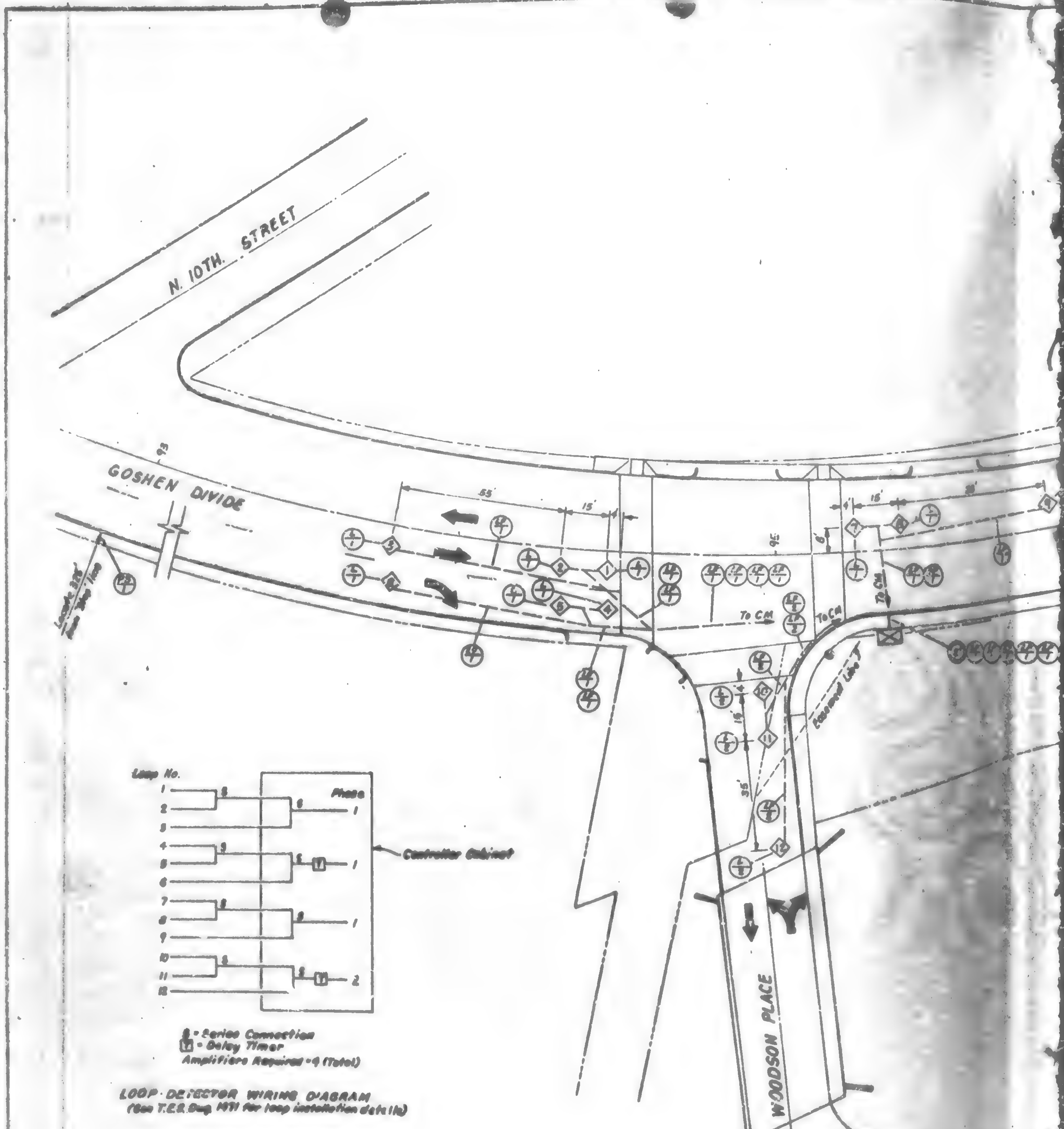
AUG 21 1979

POLE FOUNDATION DATA		
POLE NO.	FOUNDATION DEPTH	VERTICAL REINFORCEMENT
1	6' - 6"	8 No.6 bars, grade 40 or 60
2	6' - 6"	8 No.6 bars, grade 40 or 60
3	6' - 6"	8 No.6 bars, grade 40 or 60
4	6' - 6"	8 No.6 bars, grade 40 or 60

APPROVED:
E Gorge
TRAFFIC ENGINEER
9/15/79
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
WOODSON PLACE-MAIN ST.(COTTAGE GROVE)SEC.
GOSHEN-DIVIDE HIGHWAY
LANE COUNTY

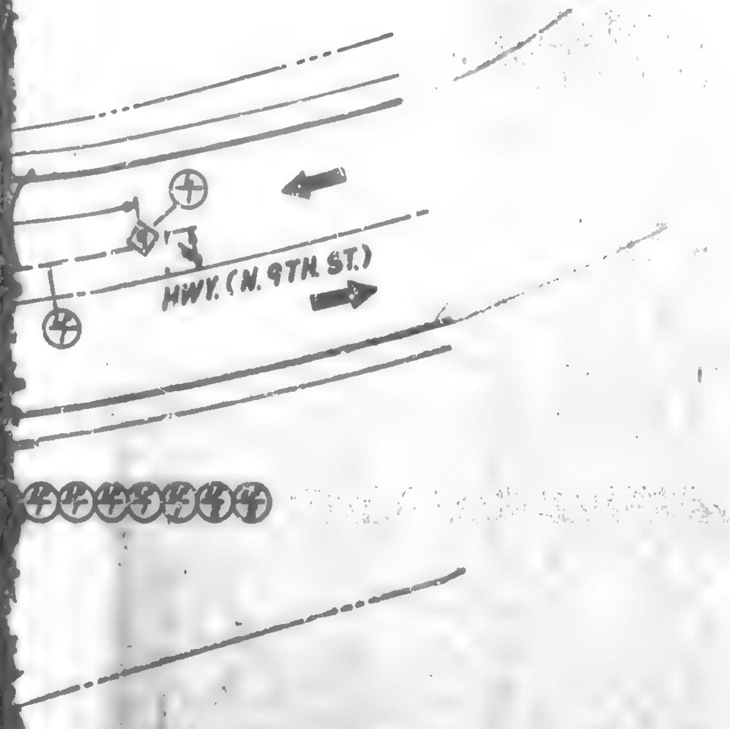
DATE August 1979
ACCOMPANIED BY DWGS. 1470, 1471, 1472, 1473, 1480, 1481, 1488, 1489, 34606, 4666, 4667, 4668, 4669 & S-5.
T.E. DWG. NO. 4665


N. 10TH. STREET
GOSHEN DIVIDE
WOODSON PLACE
55'
15'
15'
To CM
To CM
To CM
16'
35'
Loop No.
Phase
Controller Cabinet
S = Series Connection
T = Delay Timer
Amplifiers Required = 4 (Total)

LOOP DETECTOR WIRING DIAGRAM
(See T.E.R. Dwg. 1971 for loop installation details)

DETECTOR PLAN & ADVANCE SIGNING PLAN
GOSHEN-DIVIDE HWY. (N. 9TH. ST.) AT WOODSON PL.

SCALE 0 20 40 80 FEET



L E G E N D

Install Phase (Ph) vehicle detector loop

Install Phase (Ph) loop feeder cable

Install (5") inch electrical conduit

Install post mounted "SIGNAL AHEAD" sign with rider (W3-3-R)

Ph = Phase shown

= Size shown

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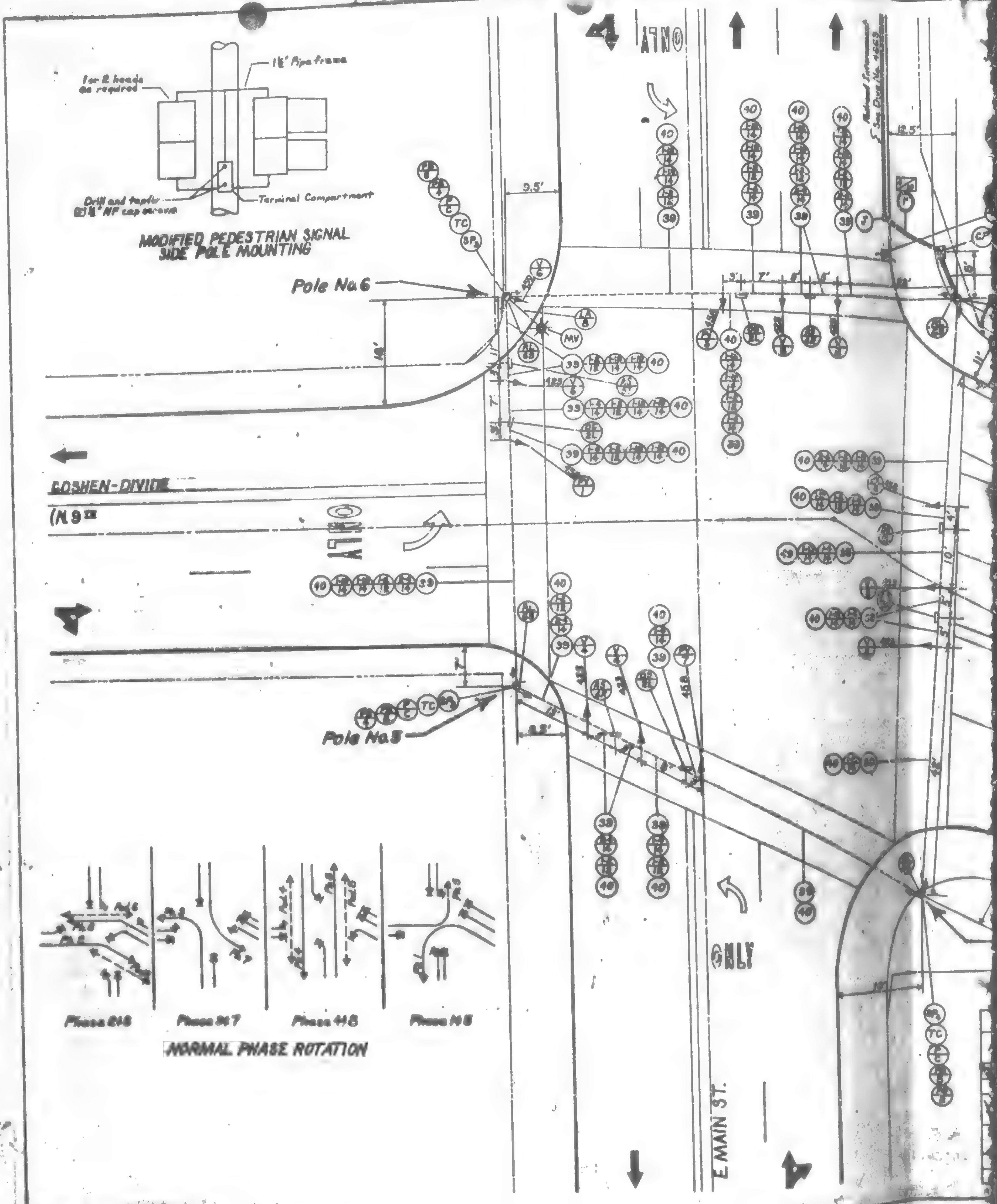
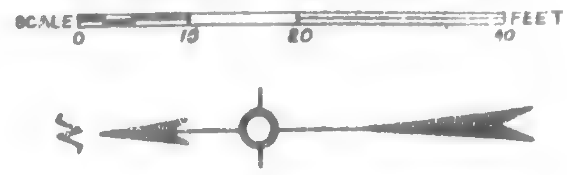
SUBJECT TO CHANGE

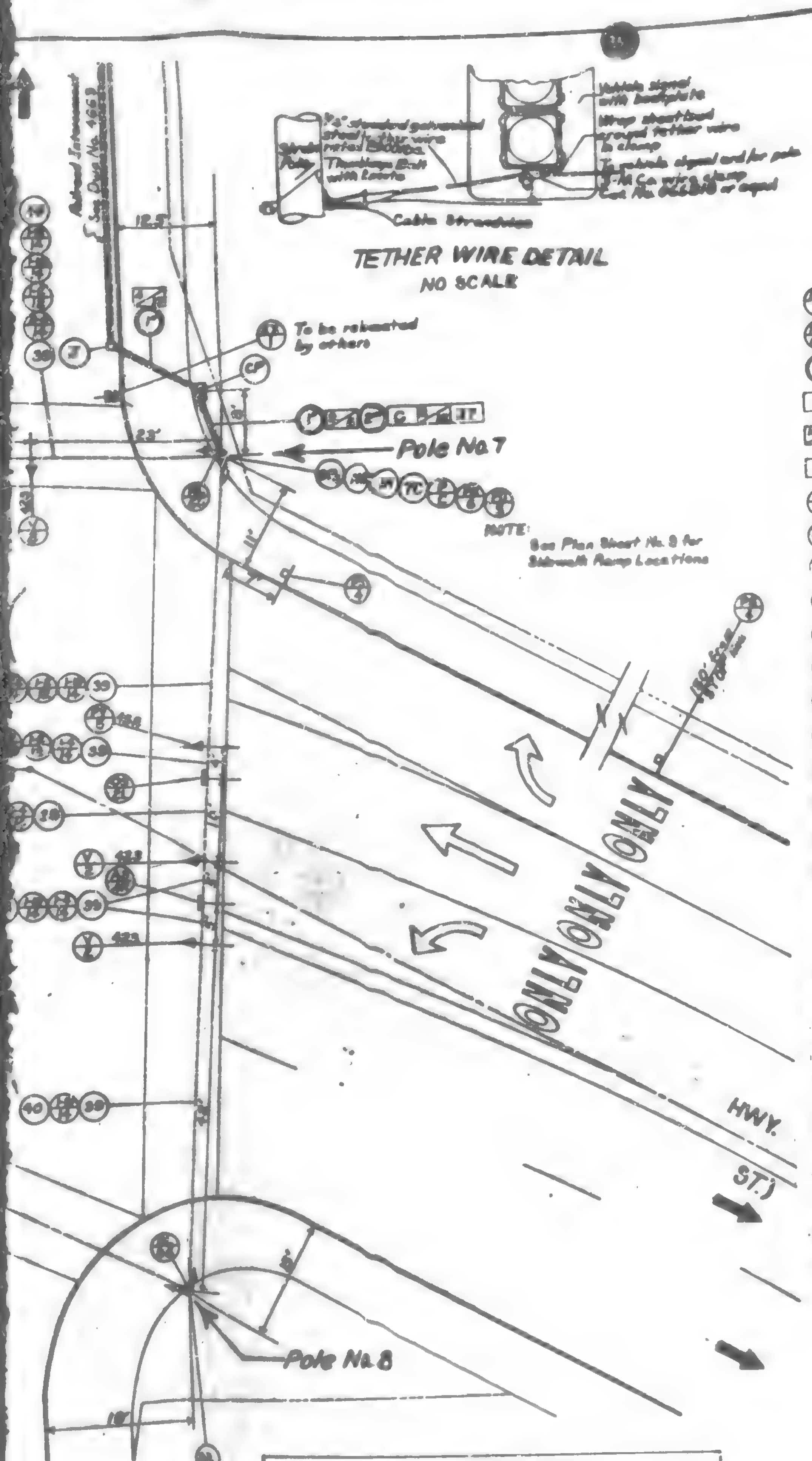
AUG 21 1979

APPROVED: TRAFFIC ENGINEER 8/9/79 DATE	OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING SECTION TRAFFIC SIGNAL INSTALLATION WOODSON PLACE-MAIN ST. (COTTAGE GROVE) SEC. GOSHEN-DIVIDE HIGHWAY LANE COUNTY DATE August 1979 T.E. DWG. NO. 4666


1 or 2 heads as required
1½" Pipe frame
Drill and tap for (2) ½" NF cap screws
Terminal Compartment
MODIFIED PEDESTRIAN SIGNAL SIDE POLE MOUNTING
Pole No.6
Pole No.5
GOSHEN-DIVIDE
(N 9
E MAIN ST.
ONLY
ONLY
ONLY
MV
TC
9.5'
8.5'
12.5'
16'
Phase 2-6
Phase 3-7
Phase 4-8
Phase 1-5
NORMAL PHASE ROTATION

SIGNAL PLAN
E. MAIN ST. AT N. 9TH ST


SCALE
0
10
20
40
FEET
N


Vehicle signal with backplate
Wrap sheathed around tether wire in clamp
To vehicle signal and/or pole
3/8" standard galvanized steel tether wire rated 6800 lbs.
Strain Pole
Thimble Eye Bolt with Locks
Cable Strandvise
TETHER WIRE DETAIL
NO SCALE
To be relocated by others
Pole No.7
NOTE: See Plan Sheet No. 8 for Sidewalk Ramp Locations
Railroad Intersect
See Dwg. No. 4663
12.5'
23'
18'
ONLY
ONLY
ONLY
HWY.
ST.)
Pole No.8
39
40
423

LEGEND

	Existing power pole (power source)
	Reinstall existing guide sign (see Signal Removal Plan & Detail "B")
S	Install (S)-inch electrical conduit
N	Install (N) No. 14 Type THWN wires
N/G	Install (N) No. (G) Type TW wires
C	Install one No. 6 Type THWN wire (Signal system common)
	Install (X) (N)-wire No. (G) control cable
SP3	Install steel strain pole; 12" O.D., 3 Ga., 28 ft.
SP4	Install steel strain pole; 12" O.D., 8 Ga., 28 ft.
39	Install 3/8" galv. messenger cable
40	Install 1/4" galv. tether wire
54	Install service cabinet with 40 amp SPST circuit breaker
MS	Install 120-volt meter service
TC	Install terminal cabinet
CF	Install 8-phase fully-actuated controller in Type "F" cabinet
	Install (L)-foot luminaire arm
MV	Install 400-watt mercury vapor lamp in medium, semi-cutoff Type III luminaire with built-in 120-volt ballast and photo-electric relay; Mounting Height 30 feet
	Install Phase (Ph) vehicle signal
	Install Phase (Ph) optically-programmed vehicle signal
	Install Type (T) Modified pedestrian signal
	Install Phase (Ph) pedestrian pushbutton with instruction sign
	Install interior-illuminated "LEFT TURN SIGNAL" sign
	Install post-mounted "RIGHT LANE MUST TURN RIGHT" sign R3-7
J	Install 8"x8"x4" cast iron pull box

S = Size shown
N = Number shown
G = AWG wire size
L = Length shown
444 = 12" Red, 12" Yellow, 12" GLTA

Ph = Phase shown
T = Type shown
X = Number of cables
423 = 12" Red, 8" Yellow, 8" Green
459 = 12" Red, 12" Yellow, 12" GRTA

Install aluminum through and right arrow sign *

Install aluminum through arrow "ONLY" sign *

* See SPAN MOUNTING DETAIL, Dwg. No. 4608.

FOUNDATION DATA		
POLE NO.	FOUNDATION DEPTH	VERTICAL REINFORCEMENT
5	7'-6"	8 No. 8 bars, grade 40 or 60
6	7'-6"	8 No. 8 bars, grade 40 or 60
7	8'-0"	12 No. 6 bars, grade 40 or 8 No. 8 bars, grade 60
8	8'-0"	12 No. 6 bars, grade 40 or 8 No. 8 bars, grade 60
*9	6'-0"	8 No. 8 bars, grade 40 or 60
*10	6'-6"	8 No. 8 bars, grade 40 or 60

* See Dwg. No. 4658 for location

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AUG 21 1979

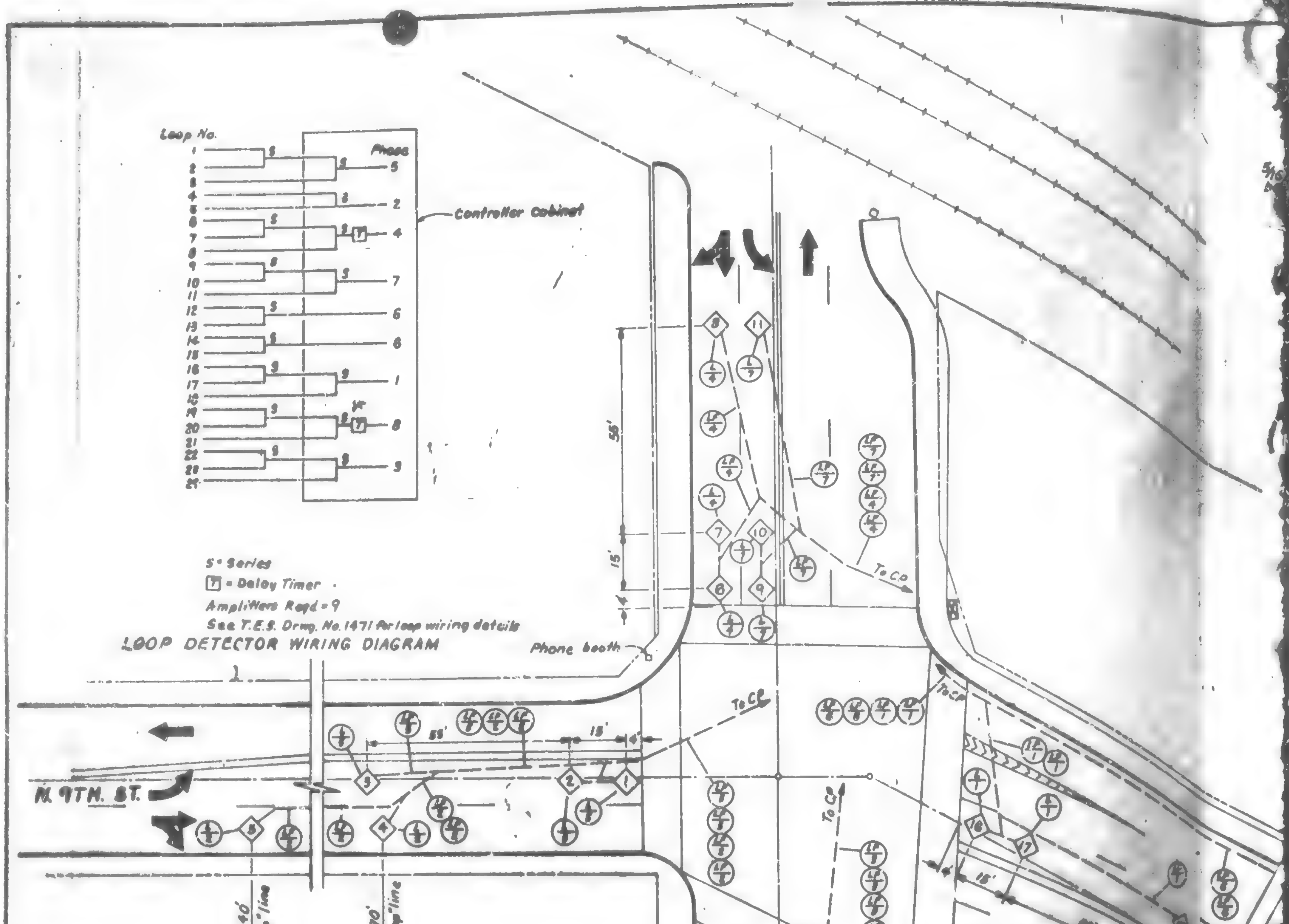
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
WOODSON PLACE-MAIN ST. (COTTAGE GROVE) SEC
GOSHEN-DIVIDE HIGHWAY
LANE COUNTY

APPROVED:
C. E. Gorge
TRAFFIC ENGINEER
9/15/79
DATE

DATE August 1979

T.E. DWG. NO. 4667



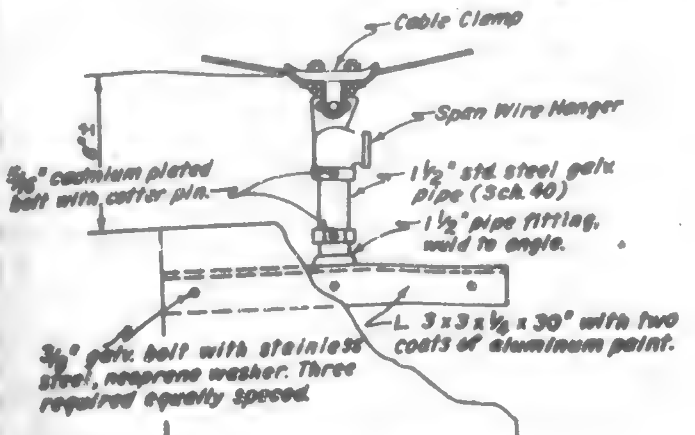
LOOP DETECTOR WIRING DIAGRAM

S = Series
[T] = Delay Timer
Amplifiers Reqd = 9
See T.E.S. Drwg. No. 1471 for loop wiring details

SIGNAL REMOVAL PLAN

Note:
All detector loops to be centered in traffic lanes, unless otherwise noted.

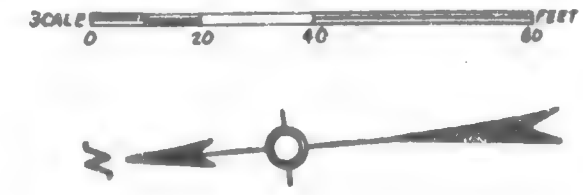
Loop No.
Phase
Controller Cabinet
Phone booth
To C.P.
To C.C.
N. 9TH. ST.
E. MAIN ST.
Locate 140' from "Stop" line
Locate 70' from "Stop" line
55'
15'
56'


Cable Clamp
Span Wire Hanger
5/16" cadmium plated bolt with cotter pin.
1½" std. steel galv. pipe (Sch. 40)
1½" pipe fitting, weld to angle.
L 3 x 3 x ½ x 30" with two coats of aluminum paint.
3/8" galv. bolt with stainless steel, neoprene washer. Three required equally spaced.

SPAN MOUNTING DETAIL

Signs

REMOVAL PL[illegible] & DETECTOR PLAN
GOSHEN-DIVIDE HWY. (N. 9TH. ST.) AT MAIN ST.

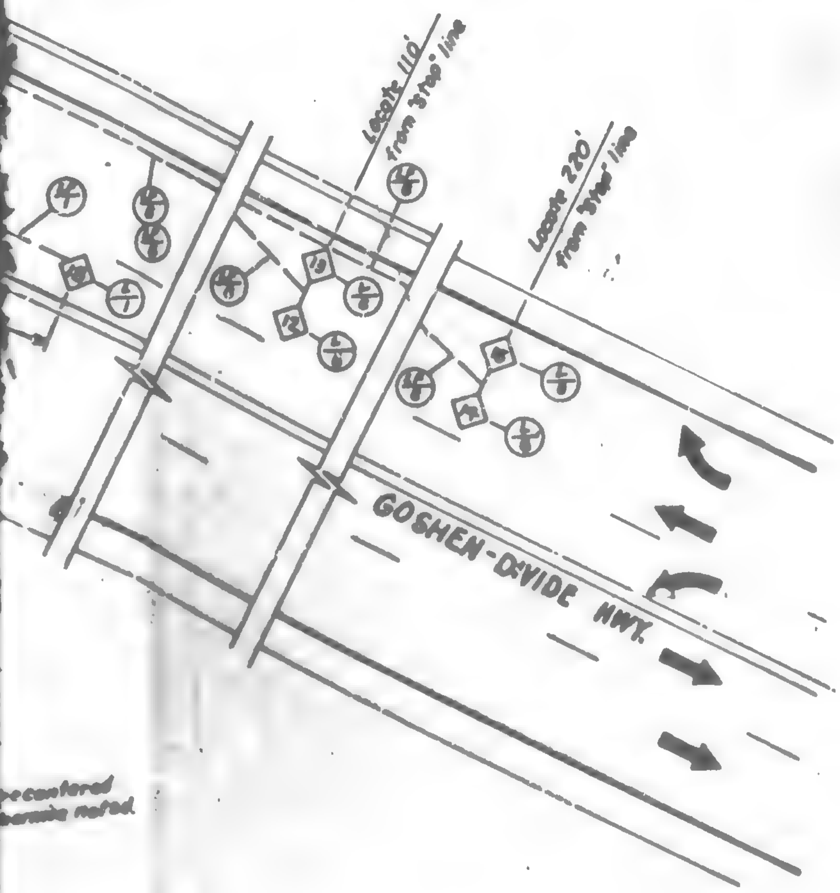

SCALE
0
20
40
60
FEET
N

LEGEND

- Install (S) inch electrical conduit
- Install phase (Ph) vehicle detector loop
- Install phase (Ph) loop feeder cable
- Remove existing messenger cable & attached wiring
- Remove existing signal heads
- Remove existing strain poles and appurtenances
- Remove existing pedestrian signals
- Remove existing guide signs (Reinstall on new poles as shown on Dwg. No. (Sheet 3 of 5))

S = Size shown

Ph = Phase shown


Locate 110' from 'stop' line
Locate 220' from 'stop' line
GOSHEN-DIVIDE HWY.

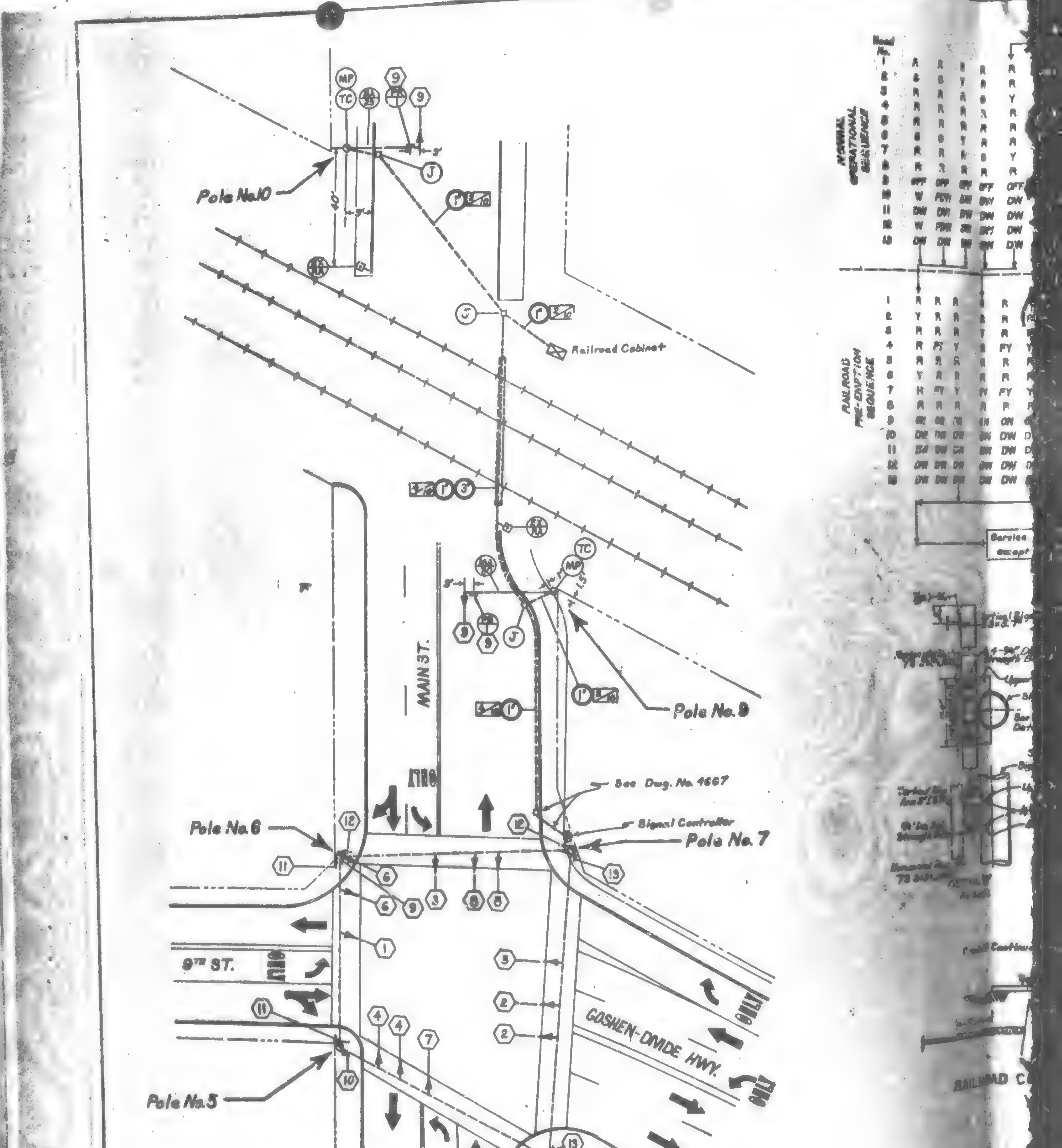
ecentered
erwise noted.

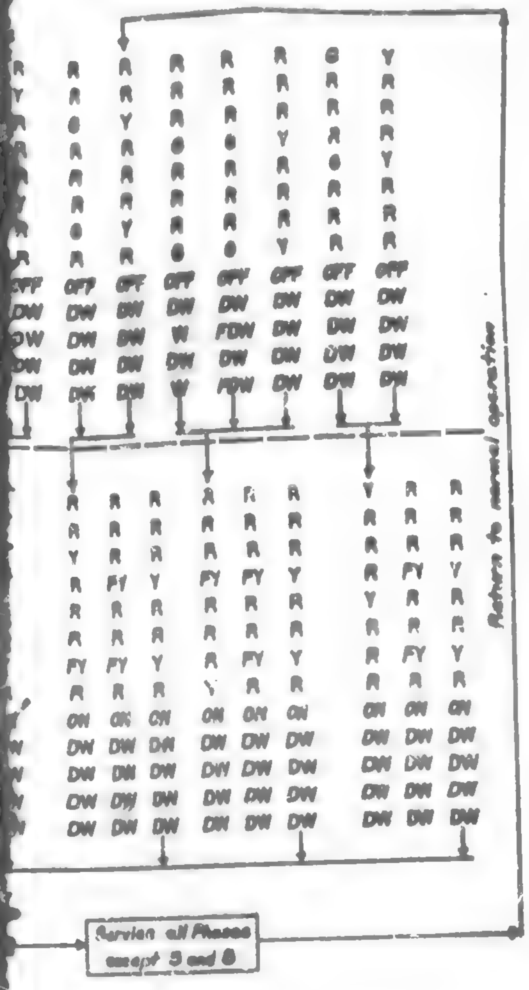
PRELIMINARY COPY

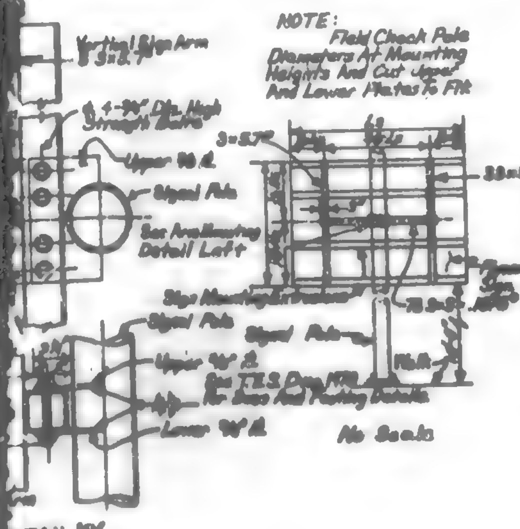
SUBJECT TO CHANGE

AUG 21 1979

APPROVED:	OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING SECTION
TRAFFIC ENGINEER 8/15/79 DATE	TRAFFIC SIGNAL INSTALLATION WOODSON PLACE-MAIN ST. (COTTAGE GROVE) SEC. GOSHEN-DIVIDE HIGHWAY LANE COUNTY
	DATE August 1979
	T.E. DWG. NO. 4668

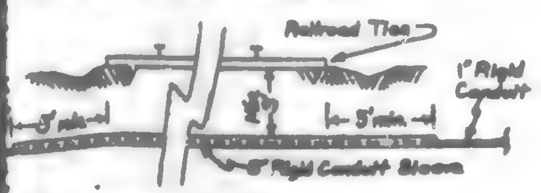

Pole No.10
Pole No.9
Pole No.8
Pole No.7
Pole No.6
Pole No.5
Railroad Cabinet
MAIN ST.
9TH ST.
GOSHEN-DIVIDE HWY.
ONLY
See Dwg. No. 4667
Signal Controller
MP
TC
J
NORMAL OPERATIONAL SEQUENCE
RAILROAD PRE-EMPTION SEQUENCE
Head No.
Service
except
RAILROAD C


R Y R R R Y R R OFF DW DW DW DW
R R G R R R G R OFF DW DW DW DK
R R Y R R R Y R OFF DW DW DW DW
R R R G R R R G OFF DW W DW W
R R R G R R R G OFF DW FDW DW FDW
R R R Y R R R Y OFF DW DW DW DW
G R R R G R R R OFF DW DW DW DW
Y R R R Y R R R OFF DW DW DW DW
R R Y R R R FY R ON DW DW DW DW
R R R FY R R FY R OK DW DW DW DW
R R R Y R R Y R ON DW DW DW DW
R R R FY R R R Y ON DW DW DW DW
R R R FY R R FY R ON DW DW DW DW
R R R Y R R Y R ON DW DW DW DW
Y R R R Y R R R ON DW DW DW DW
R R R FY R R FY R ON DW DW DW DW
R R R Y R R Y R ON DW DW DW DW
Return to normal operation
Service all Phases except 5 and 6


NOTE:
Field Check Pole Diameters At Mounting Heights And Cut Upper And Lower Plates To Fit
Vertical Sign Arm
Straight Bolts
Upper W.R.
Signal Pole
See Arm Mounting Detail Left
3=57°
33=57°
Sign Mounting
Signal Pole
Upper W.R.
See T.E.S. Drwg.
For Base And Footing Details
Lower W.R.
No Scale

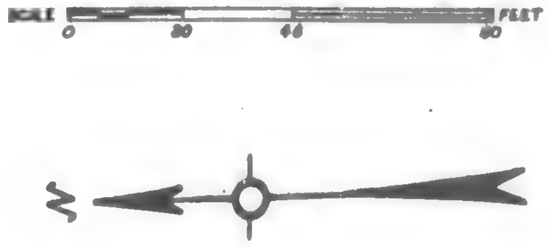
ETAIL "B"
No Scale

Conduit Continuous Between Tracks


Railroad Ties
1" Rigid Conduit
5' min.
5' min.
5" Rigid Conduit Sleeve

RAILROAD CONDUIT UNDERCROSSING

RAILROAD PRE-EMPTION PLAN
MAIN STREET


SCALE
0
20
40
80
FEET
N

L E G E N D

	Existing railroad sign arm with lights
J	Install 8"x8"x4" galv. cast iron pull box
MP	Install traffic signal mast arm pole
MA L	Install (L)-foot traffic signal mast arm
PR	Install part-time restriction "STOP HERE ON RED" sign with single-section 12" Red vehicle signal
N G	Install (N) No. (G) Type TW wires
S"	Install (S)-inch galv. rigid electrical conduit
N	Signal head and part-time restriction sign designation for railroad pre-emption

L = Length shown
N = Number shown
S = Size shown
G = AWG wire size

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SUBJECT TO CHANGE
AUG 21 1979

APPROVED: TRAFFIC ENGINEER 8/15/79 DATE	OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING SECTION TRAFFIC SIGNAL INSTALLATION WOODSON PLACE-MAIN ST. (COTTAGE GROVE) SEC. GOSHEN-DIVIDE HIGHWAY LANE COUNTY DATE August 1979 T.E. DWG. NO. 4669

11131

HIGHWAY DIVISION - ODOT 378-6883

September 13, 1979

FILE

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
September 20, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 20 on the following projects:

1. Wallowa Lake Highway @ Grande Ronde Shopping Center
   (La Grande)
   Union County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Plainview Road-Deschutes River
   McKenzie-Bend Highway, Deschutes County
   Paving (overlay)

   Same as No. 1.

3. Four Corners-White City and Brownsboro-N. Fork Little Butte Ck.
   Crater Lake and Lake of the Woods Highways
   Jackson County
   Paving (overlay)

   Same as No. 1.

4. Doherty Slide-Nevada State Line
   Warner Highway, Lake and Harney Counties
   Grading and Oiling
   Macadam surface, two 14-foot lanes

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Woodson Place-Main Street (Cottage Grove)
   Goshen-Divide Highway, Lane County
   Grading, Paving and Signals
   14-foot lanes with a 12-foot left-turn lane. 5-foot sidewalks with curb cuts will be provided for pedestrian and bicycle use.

6. Elm Street-34th Avenue (Albany)
   Albany-Junction City Highway, Linn County
   Grading and paving
   6-foot shoulder bikeways will be provided.

7. Deadmans Pass Safety Rest Area
   Old Oregon Trail, Umatilla County
   Sewer construction

   Same as No. 1.

8. S. E. Newport Avenue-Umatilla/Stanfield Highway (Hermiston)
   N. E. 4th Street, Umatilla County
   City Street. A 5.5-foot sidewalk with ramps will be provided for pedestrian and bicycle use.

9. Molalla River (Goods) Bridge
   Canby-Marquam Highway, Clackamas County
   Structure
   4-foot to 6-foot shoulders provided on approaches with 6-foot shoulders on structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

10. Battle Creek-N. Jefferson Interchange
    Pacific Highway, Marion County
    Grading and paving
    10-foot shoulders provided.

    Same as No. 9.

RS:ge
cc: F. B. Klaboe
    E. S. Hunter
    D. G. Talbot
    L. E. George   George Bell
    F. E. Terpin   Don Harwell

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 4, 1979

SXF 1099
Crossing No. C-626.60
Main Street
City of Cottage Grove

noted
H. S. COULTER

Dennis G. Baxter
Transportation Specialist
Rail Rate and Service Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Dear Dennis:

In the matter of the Application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Main Street and the tracks and right of way of Southern Pacific Transportation Company, Siskiyou Line, in Cottage Grove, Lane County, Oregon, by interconnecting traffic signals to be installed at the adjacent intersection of 9th Street (Goshen-Divide Highway) with existing protective devices installed at said crossing.

I offer the following response to the questions and comments in your August 28th letter:

1. Poles 9 and 10 will carry the part time restriction "STOP HERE ON RED" signs.

   You point our that the Oregon and Pacific and Eastern railroad is located a short distance easterly of the subject crossing and that vehicular traffic could back up over OP & E tracks. To eliminate this problem, we will move the pole location of the "STOP HERE ON RED" sign closer to the SPTC tracks. The actual location will be worked out at the pre-construction meeting.

2. The traffic signal controller that will be utilized is an eight phase fully actuated controller. This means that the length of each phase will vary according to traffic demand. The only constant is a four second amber. This same concept is utilized during the train pre-emption phase.

3. As per your request, we would like to amend the application to indicate that Southern Pacific Transportation Company shall

Form 81-734-3123 (Rev. 7-77)

furnish, install and maintain multiple track signs for each approach to the crossing and bear all costs thereof.

4. You requested that we explain the meaning of the note on the railroad pre-emption plan which stated "service all phases except 5 and 8". This means that during railroad pre-emption any phase can be actuated and the lights can be activated except those for phases 5 and 8. If phases 5 and 8 were allowed to be served, traffic would be allowed to flow easterly towards the SPTC tracks. Storage would be a problem.

5. As per your request, we would like to amend the application to show that the Highway Division will furnish, install a "DO NOT STOP ON TRACKS" sign for the easterly approach of crossing No. 27A-00.26. The City of Cottage Grove will maintain.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:mm

bc: H. S. Coulter✓
C. T. Keasey
L. E. George w/copy
Alfred Shirley w/copy - Please contact Bill Zirbes of L. E. George's office relative to a new location for the pole referred to in item 1. Traffic also indicated we would install, under the contract the "DO NOT STOP ON TRACKS" sign mentioned in Item 5.
J. L. Sollis

RECEIVED
STATE HWY ENGR
SEP 5 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File ✓

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

July 5, 1979

David Astle
Assistent Public Utility Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Main Street
City of Cottage Grove
C-626.60

NOTED
H. S. COULTER

Dear Dave:

We will soon be up-grading the traffic signal at the intersection of Ninth Street (Goshen-Divide Highway) and Main Street in the City of Cottage Grove. It is desirable to inter-connect this traffic signal with the Southern Pacific Transportation Company's tracks located just east of the intersection.

Please accept this letter as an application for this inter-connection. Attached please find eleven copies of the signal plans for this installation. The Highway Division Will make this installation and bear the cost thereof. We will also be responsible for future maintenance.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:mm

Enc.

cc: H. S. Coulter ✓
Alfred Shirley
C. T. Keasey
D. E. Swan
J. L. Sollis
L. E. George

RECEIVED
STATE HWY ENGR
JUL 5 - '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

9031

226

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
June 29, 1979

FILE:

FROM: D. W. Greene
Resident Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: AC depth on Concrete Pvmt.
Woodson Place-Mainst.
Goshen - Divide Hwy.
Lane County

Reference is made to our telephone conversation of 6-27-79 concerning width of concrete pavement and depth of the Asphaltic Concrete on the Concrete pavement on the subject project.

The existing concrete pavement is 7" thich and 30 feet wide, this is in three panels, 6.7 on the east side, a 16.0 panel in the middle and a 7.3 panel on the west side. See attached sketch for Asphaltic concrete depths on the Concrete pavement.

It would appear from the depths of asphaltic concrete that there has been three stages of placing the AC in this area. The sequence is unknown by this writer but starting at the northerly end of the project, the highway was widened to four lanes from the connection to the interstate to Woodson Place and the AC was feathered out at approximately sta. 98+50, when the concrete was removed from 108+10 to Main Street the overlay was feathered out at approx. sta. 102+50 and the area between from approx 98+50 to 102+50 was patched by Maintenance forces.

We discussed removing the Asphaltic Concrete from the Concrete pavement and due to the longitudional and horizontal joints I believe this would be benefical to the project. I don't believe it would be necessary to pump concrete under the slabs as they don't appear to be moving at this time. The special provisions should require that the cracks be filled with a heavy asphalt and Petro-Mat placed between the concrete and asphaltic concrete. I have had some experience paving over various fabrics and if we cannot specify a certain type of fabric our specifications should in some manner eliminate, DuPonts Typar, Celanese Fiber Mirafi or any similar material.

DWG:wn
attach.
cc: Alfred Shirley, Jr.

REFERRED TO
Beard
Cole
✓ Erikson F.E.
Hager
Return [✓ Discuss] Do File
BY FINAL DESIGN

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
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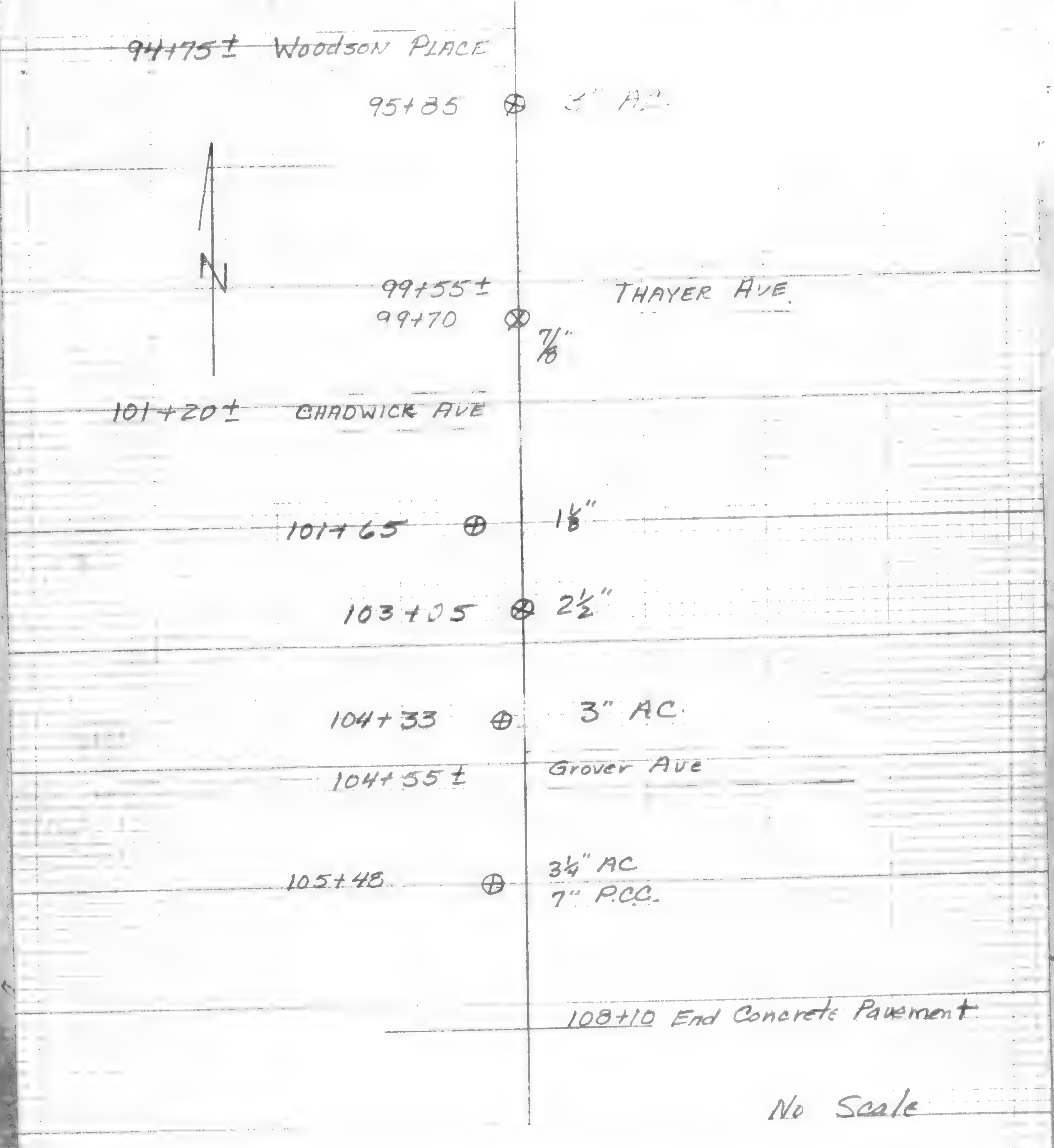
Cores Cut Indicate the following depth A.C.


94+75± Woodson PLACE
95+85 3" AC
N
99+55± THAYER AVE.
99+70 7/8"
101+20± CHADWICK AVE
101+65 1⅛"
103+05 2½"
104+33 3" AC
104+55± Grover Ave
105+48 3¼" AC
7" P.C.C.
108+10 End Concrete Pavement
No Scale

2

ROW 18-2

STATE OF OREGON 1859

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

June 7, 1979

RAILROAD COMPANIES
FILE No. 953

R. A. Engelbert
Southern Pacific Transportation Co.
Attention R. L. Johnston
324 Union Station
Portland, OR 97209

Pipeline Indenture
Woodson Place-Main Street
(Cottage Grove) Section
Goshen-Divide Highway
Lane County
ODOT Agreement No. RR-983

Dear Dick:

Returned herewith is Southern Pacific Transportation Company's fully executed counterpart of an indenture covering an underground electrical conduit at the subject location. This permit is to accommodate the installation of traffic signals at the adjacent intersection with interconnection to the railroad circuitry.

This project is still scheduled for the August 23, 1979 bid letting.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Enclosure
bc: ✓G. L. Green w/copy
✓C. W. Head w/original
C. T. Keasey w/copy
J. L. Sollis
J. B. Boyd
D. E. Swan w/2 copies
A. Shirley w/2 copies

NOTE TO A. SHIRLEY: Please send a copy to the resident engineer. RDT

[illegible] 6/6/79

7-11-79 noted in agree. 12008

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COMM[illegible]
DEPARTMENT [illegible]

Form 734-3123

9031

226

HIGHWAY DIVISION 378-6558

March 13, 1979

J. E. Boyd
Right of Way Manager

J. R. Versteeg
Road Design Engineer

File 30520
Woodson Place-Main Street
(Cottage Grove) Sec.
Goshen-Divide Highway
Lane County

Attached is a description, an authorization and prints for the subject project, which is scheduled for the third quarter, 1979.

By:

W. H. Wakerlig
R/W Desc. Engineer

WHW:cj
Attachments

9031 226

Salem, Oregon
January 11, 1979

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

Files 50448—50482
Woodson Place-Main Street
(Cottage Grove) Section
Goshen-Divide Highway
Lane County

Attached are 35 files (56 parcels), an authorization, and R/W prints covering R/W for subject project, which is scheduled for the third quarter, 1979.

By:

Robert R. Rounds
R/W Desc. Supervisor

RRR:ej
Attachments

9031

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 21, 1978

FILE: LOC 17

John E. Christopherson

FROM: JOHN E. CHRISTOPHERSON
Regional Utility Engineer

TO: MEMO TO THE FILES

SUBJECT: Utility Location Report
Woodson Place - Main Street
(Cottage Grove)
Goshen - Divide Highway
Lane County

The following utilities have facilities within the limits of this project:

Northwest Natural Gas Company
City of Cottage Grove - water lines
City of Cottage Grove - sewers
Pacific Power and Light Company (PP&L)
Pacific Northwest Bell Telephone Company (PNB)

Northwest Natural Gas Company has mains through most of this project, however, no conflicts are anticipated. There will be a number of services and valves requiring adjustment. This work is non-reimbursable.

The City of Cottage Grove has a 6" water main in the west side of the street and the east side of the street is served by tie overs from this line. Several water meters and valves will require adjustment or relocation. The City plans to install a 6" main on the east side of the street as demand requires. A five foot easement will be required. This work is reimbursable, but no estimate of costs has been made by the City. (See attached letter from City of Cottage Grove.)

City sewer lines are not in conflict, but it will be necessary to keep the storm sewer system as shallow as possible in areas over the sanitary sewer lines.

P.P.&L. Co. has 16 poles in conflict with this project. Twelve of these poles are in joint use with P.N.B. Poles will be relocated at the right-of-way line. An aerial easement will be necessary for P.P.&L. Co. lines on the east side from Station 97+30 to Station 111+60 and from Station 97+50 to Station 99+30 on the west side. None of P.P.&L. Co.'s work appears to be reimbursable.

P.N.B. Telephone Co. has lines on 12 of P.P.&L. Co. poles. P.N.B. will at present remain on P.P.&L. Co.'s relocated poles. Future plans call for installation of underground cable in the proposed easement on the east side of the project. None of P.N.B.'s work will be reimbursable. (See attached letter from Pacific Northwest Bell.)

JEC/cp
Attach.
cc: J.H. Versteeg ✓
Jack Cartwright

REFERRED TO
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Cole ____ Sample ____
✓ Erikson ZE ____ Watson ____
Hager ____ Dorn ____ Lau ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

____ Versteeg
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____ George
____ Olson
____ Terpin
____ Sullivan
1 Scott S
____ Anderson

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CITY OF
COTTAGE
GROVE
400 E. Main Street, Cottage Grove, Oregon 97424

OFFICE OF PLANNING & DEVELOPMENT

October 9, 1978

Mr. John Christopherson
Utility Engineer
Oregon State Highway Division
Box 1128
Roseburg, Oregon 97470

Re: Highway 99 (Main Street to
Woodson Bridge - Cottage Grove)

Dear John:

Sorry to take so long responding to you on the utility needs for the highway reconstruction. The west side of the street contains old 6" cast water pipe with mineral joints which makes modification difficult and expensive. The east side of the street is served by tie overs and an occasional dog leg. The development along the east side will generally be toward intensification with some residential professional. Some additional sprinklers will be needed over time and these services should be a minimum of 6". Each extension will probably be financed by the property requiring the connection. It seems that the only responsible solution is to acquire a continuous 5' easement outside the street on the east side.

If you see problems with this please call Chuck Missar at 942-3024 or me at 942-3349.

Sincerely,

William Guenzler

William Guenzler
Director, Planning & Development

WG:jb

[illegible]
[illegible] 1978

Pacific Northwest Bell

September 21, 1978

Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97410

Attention: Mr. John Christopherson
Utility Coordination Engineer

Re: Road Widening and Improvement of North 9th Street
from Main to Woodson Place
in the City of Cottage Grove.

Dear Sir:

Pacific Northwest Bell Telephone Company presently has facilities attached to the power company pole line along most of the proposed project. Based on the preliminary knowledge known at this time, the following tentative plans and requirements are anticipated.

Initially, to clear for construction purposes, the telephone facilities will remain aerial and be jointly moved with the power company pole line. Future reinforcement of this area will be buried in accordance with Pacific Northwest Bell's commitment to Out-of-Sight facilities. This buried cable will be required (based on projected growth rates), in less than 2 years. A minimum easement of 3 feet will be required if occupied solely by telephone plant. Should the easement have to be shared with other utilities, an area large enough to insure a minimum of 2 feet separation on each side from other utilities or property lines will be necessary. It is understood the proposed easement will be on the east side of 9th Street from Eng. Sta. #97+30 to #111+60.

Please advise Gary Nottingham on 484-8643 of the construction time table and status of easements as they are known. Also, any questions should be referred to Mr. Gary Nottingham.

Yours very truly,

J W Bannister

J. W. Bannister
Engineering Manager
785 Grant Street
Eugene, Oregon 97402
Phone 484-8229

[illegible] 9-19-78

Discussed with Lenz on this date. Haug is to find out what City plans to due regards Zoning adjacent property.

Lenz will work up needs for system with business development and without and we will est. difference in cost and propose that City fund the difference. Assuming it is significant.

DOC

226

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Spet. 6, 1978

Roseburg

SUBJECT: Woodson Place-Main Street
Goshen- Divide Hwy
City of Cottage Grove

FROM: M. G. Havig, Res. Engr.
1038 W. Harvard Ave.
Roseburg, Or 97470

TO:
Richard L. Lenz
Hydraulics Engr.
Salem

As per your request some additional data has been compiled on the proposed storm sewer for subject project.

Cottage Grove City Engineer Bill Gunsler was contacted. Mr. Gunsler supplied 1"-50' contour and detail maps of the proposed drainage area.

The maps indicate in red pencil the direction of flow and approx. grade lines of side streets. They also show in red, direction of drainage from adjacent properties and the types of terrain (lawn, open field, paved, gravel, etc.) plus type of development (residental, commercial). The existing catch basins, storm sewer and size and direction of flow also are shown on these maps (in green).

As can be seen from these maps virtually everything on the west side of 9th St. drains westerly and northerly, and only part of the adjacent area to the east drains toward 9th St.

The catch basin on the easterly corners of 9th & Gibb drain into existing San. Sewer pipe and then westerly. The westerly catch basin at 9th & Gibb drain into an 8" storm sewer and then west and north down Gibb and 8th Streets.

Everthing on 9th St. south of Main St. drains south and west and all of the main downtown area 5th to 9th, Adams to Main Streets all drain into existing San. Sewer system and could not drain to 9th and north on 9th.

Basically it looks like the system ought to be designed to drain the project limits on 9th and the immediate adjacent properties. This should be designed for probable commercial terrain. A copy of the zoning map is enclosed and even though it shows most of the area to be residental, it is already partially commercial adjacent to 9th St. and according to Bill Gunsler it all has same potential.

1 Versteeg ✓
2 Christensen Doc
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ENGINEERING SECTION

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Enclosed is the following data:
1 Envelope containing 1"-50' Maps
1 City of Cottage Grove storm sewer map
1 City of Cottage Grove Comprehensive Plan 1971

M. G. Havig

M. G. Havig
Res. Engr.

mgh/rgp

cc: James Gix
Doug Greene
Bill Piete
Bill Gunsler

9051 226

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 27, 1978

William H. Piete

FROM: William H. Piete
Final Design Unit

TO: MEMO TO THE FILES

SUBJECT: Woodson Pl.-Main St. (Cottage Grove)
Goshen-Divide Highway
Lane County

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We held a meeting today in Cottage Grove to discuss utilities on this project. Attending were the following people:

Bill Piete, ODOT, Salem
Doug Greene, ODOT, Eugene
Jack Ayres, ODOT, Roseburg
John Chirstopherson, ODOT, Roseburg
Bill Guenzler, City, Cottage Grove
Chuck Missar, City, Cottage Grove
Bill Stump, City, Cottage Grove
Brad Butler, P.N.B., Eugene

No one was there to represent the power company. John Christopherson said they wanted to move as little as possible by setting back near their present poles where they could. There was also no one there to represent the gas company. John said they would do only the minimum required to clear construction.

We discussed the proposed location of the water meters. The City's normal standard calls for placing them about two feet back of the curb. I suggested that they be placed behind the walk to reduce the bumps in the walk for the bicycle riders. I showed them the proposed storm sewer system with its trunk line under the walk. They could see a conflict between the meters and the storm sewer but didn't make any firm commitments about their relocation. The City had thought the existing concrete pavement would all be removed and had planned to make their service connections after the roadway was cut down to subgrade. I told them that traffic handling problems and costs of replacement were requiring us to save the center 30 feet of pavement. With this in mind they thought they would probably install a two inch line in the easement down each side with the possibility of later changing one side to six inches. The city mentioned the necessity of keeping the storm sewer system as shallow as possible to keep it above the sanitary sewer due to their relatively close proximity.

NOTED
F. ERIKSEN

Brad Butler said that P.N.B. planned to replace their existing arial cable with a direct burial cable in the easement and requested that we furnish him with a set of our plans when complete so that they could get started on this as soon as possible.

The meeting eventually moved away from utility problems over to some of the traffic problems of the proposed project. Bill Guenzler had thought there would be a continuous left turn median. I told him this was not the concept of the job as submitted and we had not planned to change from the original proposal of two 12 foot lanes and two 8 foot parking areas, giving a total street width of 40 feet. He said there are real problems with left turns at Whiteker for northbound traffic and at least wanted a left turn refuge there. We looked at the map and found there was not enough room due to the left turn refuge at Main Street for southbound traffic. He then suggested that we put a left turn refuge for north and southbound traffic at Gibbs. He said he would take care of eliminating parking on 9th Street to handle this. He also wanted a left turn refuge at Woodson Place northbound. I told him that he would have to go through the Region Engineer with this request. He said he would write a letter today to initiate this.

The meeting was closed with my request that all of the utility changes that are planned in the near future be done before or during the construction and that plans for these relocations be submitted to this office as soon as possible so that the easement requirements might be determined and the necessary acquisition might be done.

WHP:ab
cc: J. J. Gix

9631

224

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

ATTN:
Fred Eriksen

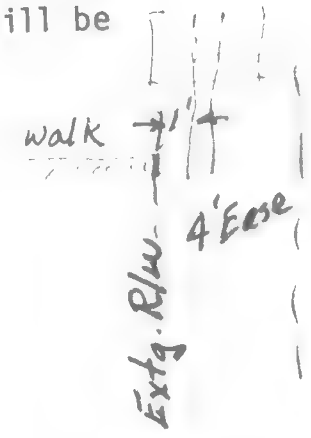
DATE: July 18, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signing
Woodson Place-Main Street Section
Goshen-Divide Highway
Lane County

As requested, the following are locations where easements will be required for signs on the above-named project:

Location	Sign Size	Legend
103+50 Lt.	36" x 48"	SPEED 25
103+50 Rt.	36" x 48"	SPEED 25
113+20 Rt.	48" x 48"	VISITORS INFO. NEXT LEFT
114+70 Lt.	12" x 18"	NO PARKING
114+70 Rt.	12" x 18"	NO PARKING
115+55 Rt.	12" x 18"	NO PARKING
116+20 Lt.	12" x 18"	NO PARKING



As usual, we should obtain a five foot easement on each side of the above sign locations.

L E George

L. E. George
Traffic Engineer Supervisor

ELS:ds

cc: Alfred Shirley, Jr.
F. O. Scott

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2 Beard WGB Stoudenmeyer
Cole Sample
1 Eriksen F.E. Watson
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BY FINAL DESIGN ENGINEER

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1 Christensen DOC
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81-125-1387

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Cross Referenced To:
Ind 5-2
Lane

June 8, 1978

City of Cottage Grove
City Hall
Cottage Grove, OR 97424

Attention: Lois G. Howes
City Recorder

MISC. CONTRACTS &
AGREEMENTS No. 6555

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Woodson Place-Main Street Section of the Goshen-Divide Highway in Lane County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

khr

Enclosure

bc: Don Marwell (agreement attached)

9031

June 8, 1978

City of Cottage Grove
City Hall
Cottage Grove, OR 97424

Attention: Lois G. Howes
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 3724

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of a new traffic signal at Woodson Place and revision of the existing signal at Main Street on the Goshen-Divide Highway in Lane County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Hood
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harvell (agreement attached)

9031

226

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
April 19, 1978

Duane O. Christensen
Final Design Engineer

Donald E. Shaffer
Bicycle Route Engineer

Woodson Pl.-Main St.
(Cottage Grove)
Goshen-Divide Highway
Lane County

The typical section has been reviewed with the Region and the City and it has been confirmed that parking will be provided. A three foot easement will be obtained for utilities.

The sidewalk will be designed for bicycle utilization.

DOC:ab
cc: F. Eriksen, w/attached letter
Jack Sullivan, w/attached letter

/ Versteeg ✓
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 5, 1978

Don

FROM: Donald E. Shaffer
Bicycle Route Engineer

TO: Fred Ericksen
Design Group Engineer

SUBJECT: Woodson Place-Main Street
(Cottage Grove) Section
Goshen-Divide Highway
Lane County

I have reviewed the proposed typical section for the subject project. It seems that bicycle traffic on the roadway has been precluded by parking. The 5-foot sidewalks could be used for bicycle/pedestrian traffic providing all utilities, mail boxes and other such obstructions are not placed in the walk.

If the sidewalk is to be used by bicycles, please write specs to eliminate the usual joint tooling and put sawed or dummy joints at 15-foot intervals.

DES:mc

1 Versteeg
2 Christensen
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9031 226

Salem, Oregon
April 7, 1978

aDOlson
A. D. Olson
Preliminary Design Engineer

Woodson Pl.-Main St.
(Cottage Grove)
Goshen-Divide Highway
Lane County

Alfred Shirley, Jr.
Region 3 Engineer

Attached is a print of a portion of the detail map showing the Woodson Place intersection and the proposed widening to the south. This is apparently to help merge traffic into a single lane for those who aren't aware that the outside lane is forced right and dropped at Woodson Place.

With the introduction of a signal at this point with the overhead indication of a right turn only it would seem that there is no need for this widening through what appears to be a City park area. Even though there are no federal funds in this project this would be a concern and encroachment should be minimized.

If you believe that the taper would still be necessary, please advise me, otherwise we will eliminate it from the plan.

ADO:ab

✓ Versteeg ✓
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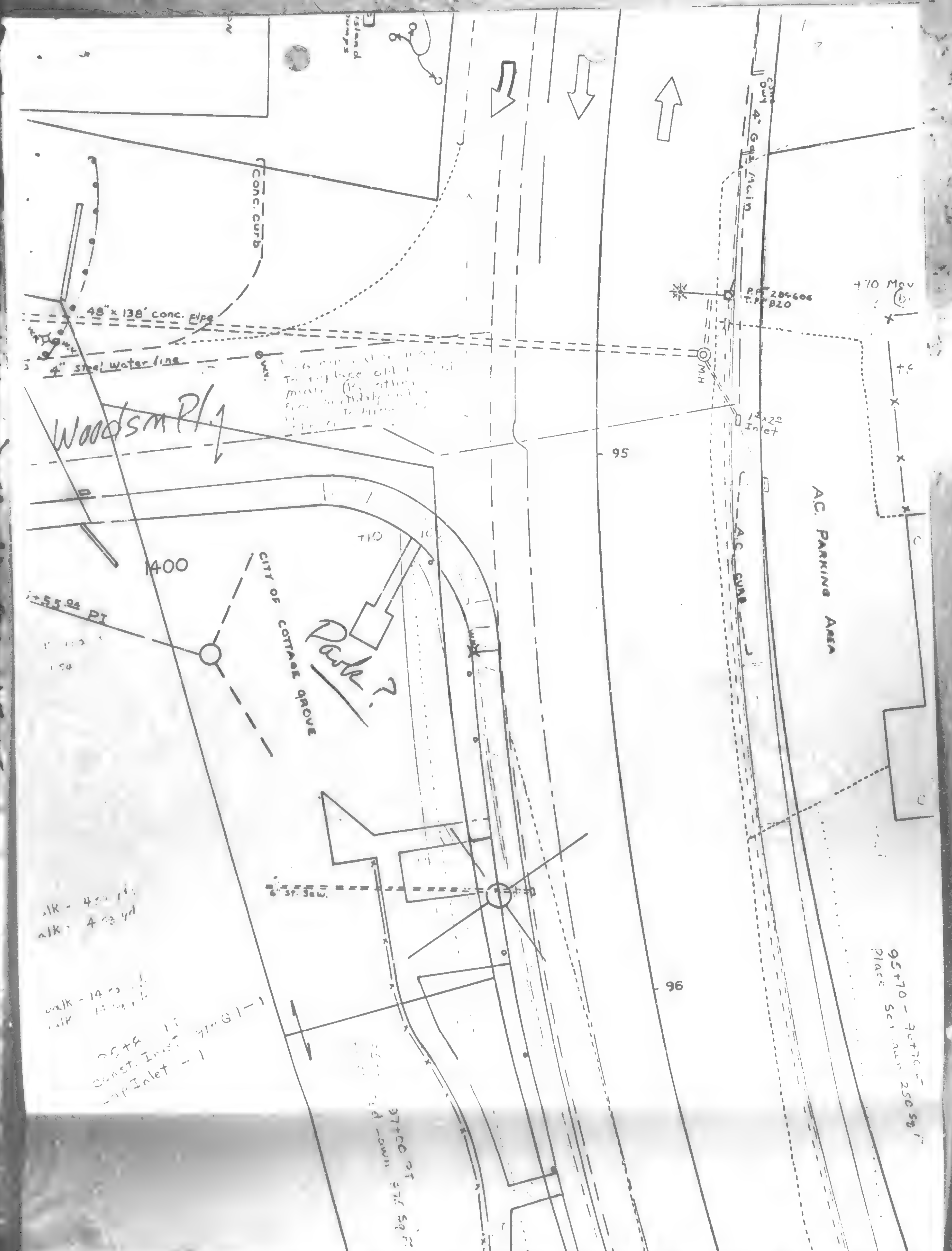
Island Pumps
Conc. curb
48" x 138' conc. pipe
4" steel water line
W.V.
Woodsm Pl. 1
1400
City of Cottage Grove
Park 7
+10
+55.94 PI
6" St. Sew.
Conc. Dwy
4" Gas Main
P.P. 284606
T.P. 820
M.H.
12x20 Inlet
+70 Mov
95
96
A.C. Curb
A.C. Parking Area
95+70 - 96+70
Place Sew... 250 Sq. F.
97+00 PT
Walk - 4 ... yd
Walk - 4 ... yd
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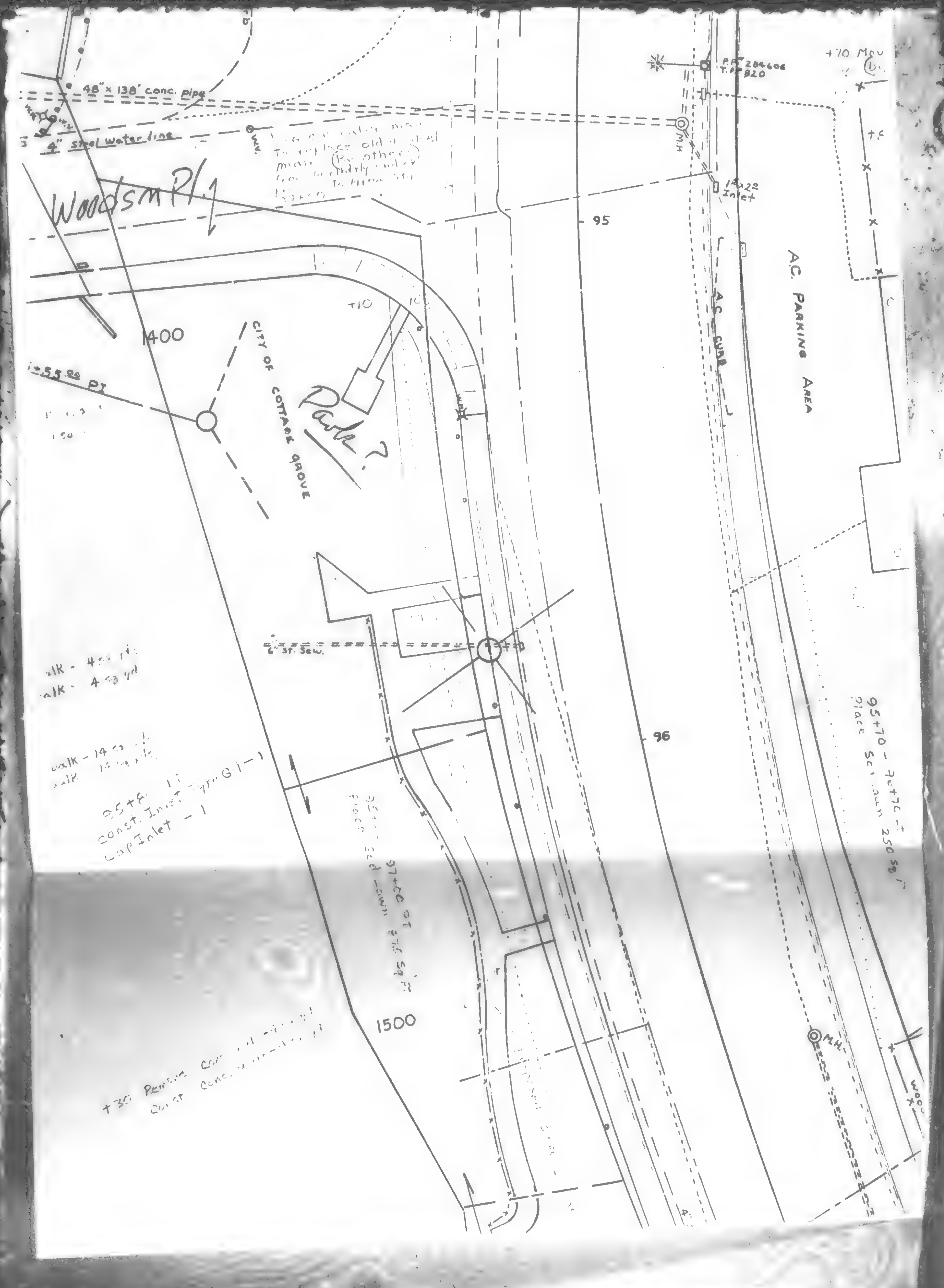
Walk - 14 ...
95+9... LT
Const. Inlet ... G-1-1
... Inlet - 1
... 27 Sq. F.


48" x 138' conc. pipe
4" steel water line
W.V.
M.H.
P.P. 284606
T.P. 820
+70 Mov
14x20 Inlet
Woodsm Pl/1
95
+10
1400
i+55.00 PT
CITY OF COTTAGE GROVE
Park ?
A.C. CURB
A.C. PARKING AREA
W.V.
6" St. Sew.
alk - 4 sq yd
alk - 4 sq yd
walk - 14 sq yd
walk - 14 sq yd
95+8 LT
Const. Inlet Type G-1 - 1
Cap Inlet - 1
97+00 OT
96
95+70 - 96+70 LT
Place Sod 250 Sq ft
1500
+30 Remove Conc
Const Conc
M.H.
WOOD

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-[illegible]

672-6658
PRO 6
ORG 3
LOC 17

February 1, 1978

Mr. Oliver P. Snowden
Transportation Program Manger
Lane Council of Governments
125 8th Ave. E.
Eugene, OR 97401

Dear Mr. Snowden:

This will further acknowledge your telephone request January 13, 1978, for a current status report on the bond funds allocated to District 5.

As promised we have made some effort to determine an actual balance, but at this time it is too early to predict the outcome.

We have determined that it is possible to proceed at this time with the further processing of both the Cottage Grove Woodson Place-Main Street project on 9th Street as per Mr. Greene's location data including a traffic signal at Main and Woodson Place. The data is now in the region office and will be processed in the normal manner towards contract letting.

The state bond channelization project on the Willamette Hwy. (ORE58) at Jasper-Lowell Road is being funded and an effort is being made to combine it with Lane County's Dexter Lake Bridge replacement FAS-C project. There could be considerable savings by such a combined project.

A final accounting of L-COG's allocation of state bond funds is not anticipated in the near future.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: L.W. Rulien
J.H. Versteeg
D.H. Moehring
Bill Anhorn
Ellis Jones
Doug Greene
Phil Kushlan

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 2 1978
File: PM FA
TAA LG OP

Cross Referenced To:
9+5-2

9031 C

July 5, 1974

Mr. Phil Kushlan
City Manager
City Hall
Cottage Grove, Oregon 97424

Dear Mr. Kushlan:

I am enclosing the information you left with me regarding the City's proposed Ninth Street improvement, together with a report prepared by Adrian Olson, Preliminary Design Engineer.

I have nothing to add to Mr. Olson's report, however, if you wish to discuss any of his comments, I would suggest you call him directly at 378-6558. He will be happy to review the alternatives with you.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:ab
Enclosures

bc F. B. Klaboe
A. E. Johnson
Adrian Olson
Alfred Shirley

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 3, 1974

TO E. S. Hunter, Assistant State Highway Engineer

ADOlson

FROM A. D. Olson, Preliminary Design Engineer

RECEI
JUL 3
OFFICE
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Ninth St. (Hwy 226) Improvement
City of Cottage Grove and Oregon State
Highway Division Cooperative Project
Lane County

As you requested we have reviewed the data you recently submitted on the subject project and offer the following comments.

The 1995 projected traffic through the Ninth Street corridor is estimated to be in excess of 16,600 vehicles per day, which is nearly double todays traffic. To provide for the future traffic volumes, the proposed 8th-9th Street couplet would appear to be the most efficient of the alternates considered. This alternate offers the greatest relief to intersection problems by providing a couplet crossing of Main Street. This alternate also offers the greatest convenience for development of a couplet to handle east-west traffic when necessary.

The proposed Ninth Street widening project could be developed approximately as recommended by the City staff (Plan Sheet No. 1). In compliance with the minimum standards for urban streets, a curb to curb width of 47 feet is recommended north of Villard Avenue. Considering a 5 foot sidewalk on each side, the minimum right-of-way would be 57 feet, with utility poles, etc. located behind the sidewalks. In the area of the proposed shopping center south of Villard Avenue a curb to curb width of 60 feet is recommended to include the left turn median. Considering a 10 feet sidewalk on the east as indicated on their plan and a five feet sidewalk on the west side of the street, a total right of way of 75 feet would be required.

Additional width indicated along Main Street would provide for a 12 foot right turn lane from Main Street to 9th Street to improve this intersection.

Alternate routes along the Southern Pacific Railroad were investigated but not estimated. It was found that right of way requirements southerly of Villard Street would severely limit the area available for the proposed shopping center and that major buildings near Main Street would be required. Also adding another route into the Main Street intersection would produce complications and a relocation of the existing 9th Street would be indicated. The Southern Pacific Railroad overcrossing structure at the spur from the freeway does have clearance for a two lane roadway; however, the existing street right of way along the railroad is inadequate for the development of a major arterial.

The couplet proposal south of Gibbs Avenue (Plan Sheet No. 2) would appear to greatly improve the crossing of Main Street; however, the design details would require additional study since this appears to be considerably more than necessary. This would eliminate the right of way taking under the City plan but would add new properties to be acquired.

Impact considerations to streets other than the subject corridor have not been covered in this review. It is possible that upon completion of the area study presently being developed by the Planning Section that they would have additional recommendations.

Both the 8th and 9th couplet and the four lanes on 9th were estimated in a Topics study in 1973. These were $518,000 and $364,000 respectively. The increase in cost over the City estimate of $250,000 is primarily surfacing, under the assumption that the entire roadway would need reconstruction. We did a "widening only" job in 1968 with state forces from Woodson Place north to the connector which appears to be standing up; however, this should be checked.

If serious consideration is to be given to this project it would be appropriate to verify the condition of the existing surfacing since this is the major cost item. Availability of right of way for a minimum 47 foot curbed section should also be checked. Study of the necessity of a left turn lane at the Main Street intersection with the proposed signalization would be appropriate. It may be that the left turn lane would be required only at the proposed shopping center and that right of way taking through the other property could be reduced or eliminated ($70,000 in the City estimate). A revision of the Gibbs - south couplet pattern might be the appropriate solution.

In summary, it would appear that minor widening is needed to the widths proposed by the City, the salvage values of the existing road needs be established and the degree of work needed to make the 9th and Main intersection acceptable needs be established. Time did not permit the latter two points to be checked. The problems involved in getting the 7 feet of added right of way northerly of Villard may be known by the City.

Enclosed is the City data that you provided.

ADO:we
Enclosure

(Cir. D 58,772)

SEP 8 - 1973

Allen's P. C. B. Est. 1888

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NOTED
F. B. KLABOE

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CG urged to apply for highway funds

By STEVEN SMITH
Of the Register-Guard

COTTAGE GROVE — Cottage Grove should apply for state funds to improve North Ninth Street (old Highway 99) even though chances are slight funds will be allocated, City Engineer Roger Sinclair told council members Thursday night.

Sinclair had requested an informal work session with the council to go over alternative plans to improve the street, considered a traffic bottleneck for years.

The highway merges just inside the city limits with a two-lane overpass connector to Interstate 5. But at Woodson Place the road narrows to two lanes and doesn't expand to four lanes until it crosses Main Street several blocks farther south.

Sinclair said a special bond issue approved during the last legislative session allocates about $13.8 million for highway improvements in Lane County.

The Lane Council of Governments (L-COG) has prepared a list of possible improvement projects that could be funded through the bond issue, Sinclair said. The Ninth Street project was included on the list.

BUT SINCLAIR SAID there are other cities seeking funds for similar projects. A State Highway division list of Lane County projects already contracted, proposed or recommended carries a $43 million price tag.

"As you can see, there is a lot of competition for very little money. Our chances are not good, but you never really know until you try," Sinclair told the council.

He outlined four alternative improvement proposals, three previously suggested by the State Highway Division, and a fourth submitted by the city's public works department.

The state-suggested improvements include widening Ninth Street to four lanes with an 80-foot right-of-way. Such a project would cost an estimated $1.3 million. The other two alternatives involve creating one-way couplets with Eighth or Tenth streets. Projected costs would be $518,000 and $570,000, respectively.

Sinclair proposed the city investigate the fourth alternative, widening Ninth to four lanes, but with only a 60-foot right-of-way.

He said such a project would be financially feasible only if land developers follow through on plans to locate a large shopping center on Ninth where the Bud Betz Auto Center is currently located. Betz is building a new center.

"IF THEY BUILD THE shopping center we will be able to obtain the necessary right-of-way as part of the building permit requirements. Without the center we would have to buy too much land to make the project feasible," Sinclair said.

He estimated project costs at $200,000, and urged the council to apply for the state money even though the shopping center is not definite.

"By the time we get this through all the channels we'll know about the center," he said.

Council members will decide Monday night at their regular meeting whether or not to apply for the funds, and which improvement alternative to pursue.

Applications will go to L-COG and its committees dealing with street and highway improvements. Final step in the process would be application to the State Highway Division.

"If all this fails we might be able to trim down the project enough to ask the voters for a city bond issue. But only if the state refuses to give us any of the money," Sinclair said.

Eugene, Oregon
Register-Guard
(Cir. D 58,772)

SEP 9 - 1973

Allen's P.C.B. Est. 1888

These people will make the decisions...

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Ninety-three people on four different public bodies will make the decisions on where $13.8 million in special highway construction funds will be spent in the next six years.

Besides attending the meetings of the public bodies, which are open to the public, you can make your opinions on highways known by talking or writing to one of the 93.

The following is a list of their names and addresses, along with a brief explanation of the job of each committee:

Citizens Advisory Committee

The committee will advise L-COG's Transportation Planning Committee. Now composed entirely of Eugene and Springfield residents, the committee is searching for members who live outside the Eugene-Springfield metropolitan area.

Under guidelines from the state, this committee may be charged with responsibility for holding public hearings on the setting of highway-construction priorities.

The committee has not yet formally accepted that responsibility, but L-COG officials plan to ask the committee next week to serve that function. Present members are:

- Ruth Bascom, 2114 University St., Eugene, 97403.
- Jon Berry, 205 E. 14th Ave., Eugene 97401.
- Lloyd Bond, 1637 Oak St., Eugene 97401.
- Paul Colvin, Lane Community College, Eugene 97405.
- Richard Frank, 2609 Elk Dr., Eugene 97403.
- Harold Gillis, P.O. Box 1147, Eugene 97401.
- Robert Guldin, 10 N. Jefferson Dr. Eugene 97402.
- Wanda Henson, 2780 Alvndale Dr., Eugene 97402.
- Dan Herbert, 1200 High St., Eugene [illegible]
- Robert Jurgens, P.O. Box 298, Springfield 97477.
- Orville Lindstrom, 1256 E. 24th Ave., Eugene 97403.
- Phyllis Loobey, 1622 Arthur Pl., Eugene [illegible]
- Wes Morgan, P.O. Box 1341, Eugene 97401.
- Paul Plank, Rte. 8 Box 920-E, Eugene [illegible]
- Wallace Swanson, 20 Oakway Mall, Eugene 97401.
- Louis Torgeson, 460 E. 46th Ave., Eugene 97405.
- Irene Trippett, 304 Blair Blvd., Eugene 97402.
- Leonard Wildish, P.O. Box 1106, Eugene 97401.
- W. Ed Whitelaw, 4001 Potter, Apt. 66, Eugene 97405.
- Howard Zink, 1670 Pinedale, Eugene 97401.
- Johnnie Miller, 1141 Main St., Springfield 97477.
- William Rogers Jr., Rte. 2 Box 123-A, Springfield 97477.

Transportation Planning Committee

This committee will receive information from the citizens committee, city chambers of commerce and individuals. It will recommend a priority list of projects to L-COG. Members are:

- Lee Miller, director, Lane County Planning Dept., Lane County Courthouse, Eugene.
- Al Williams, traffic engineer, Eugene City Hall.
- John Porter, director, Eugene Planning Department, Eugene City Hall.
- Don Allen, director, Eugene Public Works Department, Eugene City Hall.
- Al Driver, director, Lane County Public Works Department, Eugene.
- Svend Toftemark, project engineer Lane County Public Works Department, Eugene.
- Bob Chave, director of community development services, Lane Council of Governments, 135 E. Sixth Ave., Eugene.
- Hal Fleck, director, Springfield Public Works Department.
- Dick Johnson, director, Springfield Planning Department.
- Fred Dyer, general manager, Lane Transit District, P.O. Box 1135, Eugene, 97401.
- Dave Rynerson, director of planning, Lane Transit District.
- Robert Royer, planning engineer, State Highway Division, Salem.
- Bill Cranford, urban studies engineer, State Highway Division, Salem.
- Ron Schaadt, planner, Department of Transportation, Salem.
- Dennis Moore, administrator, Mass Transit Division, Department of Transportation, Salem.
- Dick Arnez, Federal Highway Administration, 477 Cottage St., P.O. Box 300, Salem.
- Roger Ritchy, deputy administrator, State Aeronautics Division, Salem Municipal Airport, 3040 S.E. 25th St., Salem 97302.
- Robert Shelby, manager, Mahlon Sweet Field, Rte. 1 Box 724, Eugene 97401
- Don Dougherty, city manager, city hall, Florence 97439.
- Lois Howes, acting city manager, city hall, Cottage Grove, 97424.
- Paul Coyne, Port of Siuslaw, Box 297, Florence, 97439.
- Brad Krueger, Bureau of Land Management, 1255 Pearl St., Eugene, 97401.
- Warren Pressentin, Willamette National Forest, P. O. Box 1272, Eugene 97401.
- Walter Stock, Federal Aviation Administration, Boeing Field, Seattle 98182.

L-COG Board of Directors

This group will review the recommended priority list submitted to it by the Transportation Planning Committee and the facts gathered by the Citizens Committee. It will hand the district's proposed priority list to the Oregon State Transportation Commission for a final decision.

Following are the L-COG member agencies, with regular representatives and alternative representative listed in order:

- Lane County — Commissioners Ken Omlid and Nancy Hayward.
- Coburg — Councilman Herman Howard.
- Cottage Grove — Councilman Jim Sexton and Mayor Jim Shirley.
- Creswell — Mayor Clyde Hollemon.
- Dunes City — Councilwoman Patricia Smith.
- Eugene — Mayor Les Anderson and Councilman James Hershner.
- Florence — Mayor Paul Gerry and Councilman Glen Oare.
- Junction City — Councilwoman Lois Stroda.
- Lowell — Mayor James Kelley and Councilman Robert Smith.
- Oakridge — Mayor Ronal Paddock and Councilwoman Phyllis Parrett.
- Springfield — Councilmen Roscoe Cole and Leonard Clearwater.
- Veneta — Mayor Richard Gutman.
- Eugene School District — Board members Sam Frear and Jonathan West.
- Springfield School District — Board members Ruth Swinehart and Theodore Johnson.
- Bethel School District — Board members Jim Hendrickson and Melvin Phelps.
- Lane Intermediate Education District — Board member Joyce Benjamin.
- Lane Community College — Board members Richard Freeman and Bob Mention.
- Port of Siuslaw — Commissioners Wilbur Ternyik and Gordon Kohler.
- Eugene Water & Electric Board, Rainbow Water District and Springfield Utility Board (shared vote) — Richard Freeman and Taylor Ramsey from EWEB, Larry Clemenson and Paul Price from Rainbow and Harold Carey and Melvin Bryson from SUB.
- River Road and Willamalane park and recreation districts and North Lane and Upper Willamette soil and water conservation districts (shared vote) — Vernon Demorest and Walt Van Orden from Willamalane, Donald Fisher and Ted Dietz from North Lane and W. G. "Buck" Nash and Bert Davis from Upper Willamette.

Oregon State Transportation Commission

This commission will set the priorities on all highway projects for the state, but the State Legislature has directed it to seek the guidance of local councils of government.

The commission also will be required to prepare environmental impact statements and schedule public hearings on major projects before work is begun. The members:

- Glenn Jackson, chairman, c/o Pacific Power & Light Co., 216 W. Main St., Medford [illegible]
- Anthony Yturri, member, 88 S.W. Third Ave., Ontario 97914.
- Robert Mitchell, secretary, c/o Connecticut Mutual Life Insurance Co., Suite 1015 Commonwealth Building, 421 S.W. Sixth Ave., Portland [illegible]
- Robert Veatch, member, P.O. Box 151, Klamath Falls 97601.
- Carl Fisher, vice chairman, c/o University of Oregon, P.O. Box 3346, Eugene 97403.

Eugene, Oregon
Register-Guard
(Cir. D 86,772)

SEP 9 - 1973

Allen's P.C.B. Est. 1888

How should road money be spent?

3

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Variety of projects contending for funds

By DEAN BAKER
Of the Register-Guard

The money that's available just won't do the whole job.

More than $32 million in proposed state highway projects for Lane County already are up for consideration and officials have just begun to look at how $13.8 million in special state bond issue funds should be spent in the county in the next six years.

The major requirements are that the money go only for state highway improvements — primary and secondary — and not for freeways, that the highways be in Lane County, and that the need be great. It is proving need that is going to become the telling point in the next several months.

Proof will come from public testimony, from government officials and from highway-building experts during sessions of four different committees.

The priority of projects hasn't been settled. Projects still can be added or taken out of consideration easily.

The two lists officials are considering are merely working papers at this point. One was composed by the State Highway Division and the other by the staff of the Lane Council of Governments.

Although the lists are preliminary, they do indicate some major concerns expressed about Lane County's state highways by engineers, politicans, businessmen and the general public. So the lists are printed below in full.

Highway official's list

First, the list presented last week by Fred Klaboe, administrator of the state highway division:

- A 7.4-mile, $2.4-million improvement on Pacific West Highway (Highway 99) from Junction City to Airport Road.
- A 5.8-mile, $1.8-million improvement on the Oregon Coast Highway from Sutton Lake to Florence.
- A 2.8-mile, $3.4-million improvement on the McKenzie Highway from Springfield to Hendricks Bridge.
- A 13-mile, $800,000 improvement on the Willamette Highway from McCredie Springs to Cascade Summit.
- An $835,000 bridge replacement on the Albany-Junction City highway.
- An $18.5-million, 13.5-mile extension of the proposed Roosevelt Freeway to the west — including a 7.7-mile, $2.2-million project between Walton and Noti; a 3-mile, $3.5-million project between Oakhill and Beltline Road; a half-mile, $2-million project between Beltline Road and Bertelson Road; a 1.1-mile, $2.3-million project from Bertelson Road to Pacific Highway, and an $8.5-million, 1.2-mile project from Pacific Highway to River Road.
- A 4.8-mile, $4-million improvement on the Springfield-Creswell Highway from the McKenzie Highway to Jasper.
- A $4,000 flashing beacon on the McVay Highway southeast of Eugene.
- And $74,000 for three new pretimed traffic signals, one on Fifth Place at the Sixth and Seventh Street couplets on Pacific Highway in Eugene, one at Seventh Avenue and Monroe Street in Eugene and one on the McKenzie Highway at Main and Third Streets in Springfield.

The highway division also points out that $10.5 million in major Lane County construction projects already are assured of federal-state matching funding from sources other than the $13.8 million.

Six projects assured

Those six projects are these:

- The $7.7 million, 1.2-mile Roosevelt Freeway extension from River Road to Interstate 105 in Eugene.
- The $1.5 million, 3-mile River Road widening project in Eugene.
- The $500,000 1.5-mile improvement of Pacific West Highway (Highway 99) from Airport Road to Beltline Road.
- The $50,000 signal on the Pacific West Highway intersection of Franklin Boulevard and 11th Avenue.
- The $160,000 signal on Pacific West Highway intersection of Mill Street and Walnut Street.
- The $352,000 Harrisburg Bridge on the Albany to Junction City Highway.

L-COG's list of projects

In some suggested projects, the L-COG list duplicates the one presented by the highway division. The L-COG list also includes some projects that State Highway Division mentioned as out of the running because they are eligible for funding from other sources. Here's L-COG's list:

- Relocated highways — Roosevelt Highway (Route 126) from Jefferson Street Bridge to Highway 99, Springfield-Creswell Highway from McKenzie Highway to Jasper Bridge, Highway 126 from Veneta to Poodle Creek, McKenzie Highway from Leaburg Dam east to Indian Creek.
- Highways to be widened — River Road from Railroad Boulevard to River Loop No. 2, Willamette Highway from Interstate 5 to Immigrant Road or Dexter, McKenzie Highway from 71st Street in Springfield to Walterville, Willamette Highway from west limits of Oakridge to Hill Creek, Highway 99 in Cottage Grove from Main Street north to I-5 access road, Sixth-Seventh in Eugene from High to Garfield Street, McVey Highway and Franklin Boulevard from Springfield Bridge to 30th Avenue.
- Passing lanes to be added to two-lane highways — Highway 126, Highway 101, Highway 58.
- Highway realignments to increase safety and traffic flow — South 42nd Street in Springfield and Highway 126 approximately two miles west of Territorial Road.
- Interchanges — 30th Avenue connection to Interstate 5, Eugene-Springfield Highway (Route 126 east of Interstate 5) with Second-Third in Springfield.
- Miscellaneous — Main Street in Springfield from Second Street to Eighth Street, reduce crown; Highway 99 from Roosevelt to Barger, control access and fix curbs and gutters; repave Third Street in Springfield from South A Street to Main Street.

(See stories, Page 1B)

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7-6

Want to steer some road funds your direction?

Stories by Dean Baker

Illustration by Dave Wilson

Do you break out in a cold sweat sometimes when you take a Sunday drive?

Have you ever skidded into the gravel at the side of a mountain highway, glad to be alive, while the log truck that's been bearing down behind you goes revving and hissing past, dirt and splinters flying?

Do you pace the floor when your spouse or kids are driving on the highways? Do you panic if they're an hour late?

If highways are a horror to you, then the information on this page is for you. It could give you back your peace of mind.

If you drive, this information could save you from a million-dollar lawsuit.

It might even save your life.

THIS IS A layman's guide to highway building.

It is a key to the vault where $150 million in highway-building cash is kept. If you live in Lane County, $13.8 million of that is coming to help you.

The combination to the vault? Sorry. Finding that is up to you.

But the money is there all right — $13.8 million for improvement of state highways (other than freeways) in Lane County over the next six years.

It is unappropriated. Officals don't know yet where the money would best be spent.

So now is the time to speak up if you could use a million or two up the McKenzie or the Willamette, out on the Coast Range or along the Pacific, even along some streets downtown or in the suburbs of Eugene or Springfield.

The list of projects proposed so far runs to several times $13.8 million. But if the stretch of road that strikes terror in your heart is not on the list, you can put it there. Or you can back the projects you think are most worthy.

Two factors count. You need facts about the accident rates and volume of traffic on the stretch of road you want improved, and you need other people to back up you requests. (The facts are public records that will be given to you on request by state highway officials in Salem.)

Take the facts and your supporters — in person, if possible; their signatures, if that is the best you can do — to meetings of the four public bodies that will be making decisions on the use of the money.

TELEPHONE OR WRITE to any of the 75 or so persons directly involved in the decision-making.

Details remain to be worked out, but the procedure for setting the priorities probably will be this:

Chambers of commerce from Lane County cities and members of the Citizen Advisory Committee on Transportation for the Lane Council of Governments will sift through suggested projects and make recommendations to the L-COG's Transportation Planning Committee, which will be considering priorities at the same time.

The TPC will formulate a list of priorities and submit it to the L-COG board for approval. The board may or may not alter the list and then will submit it to the State Transportation Commission, a five-member board that will make the final decisions.

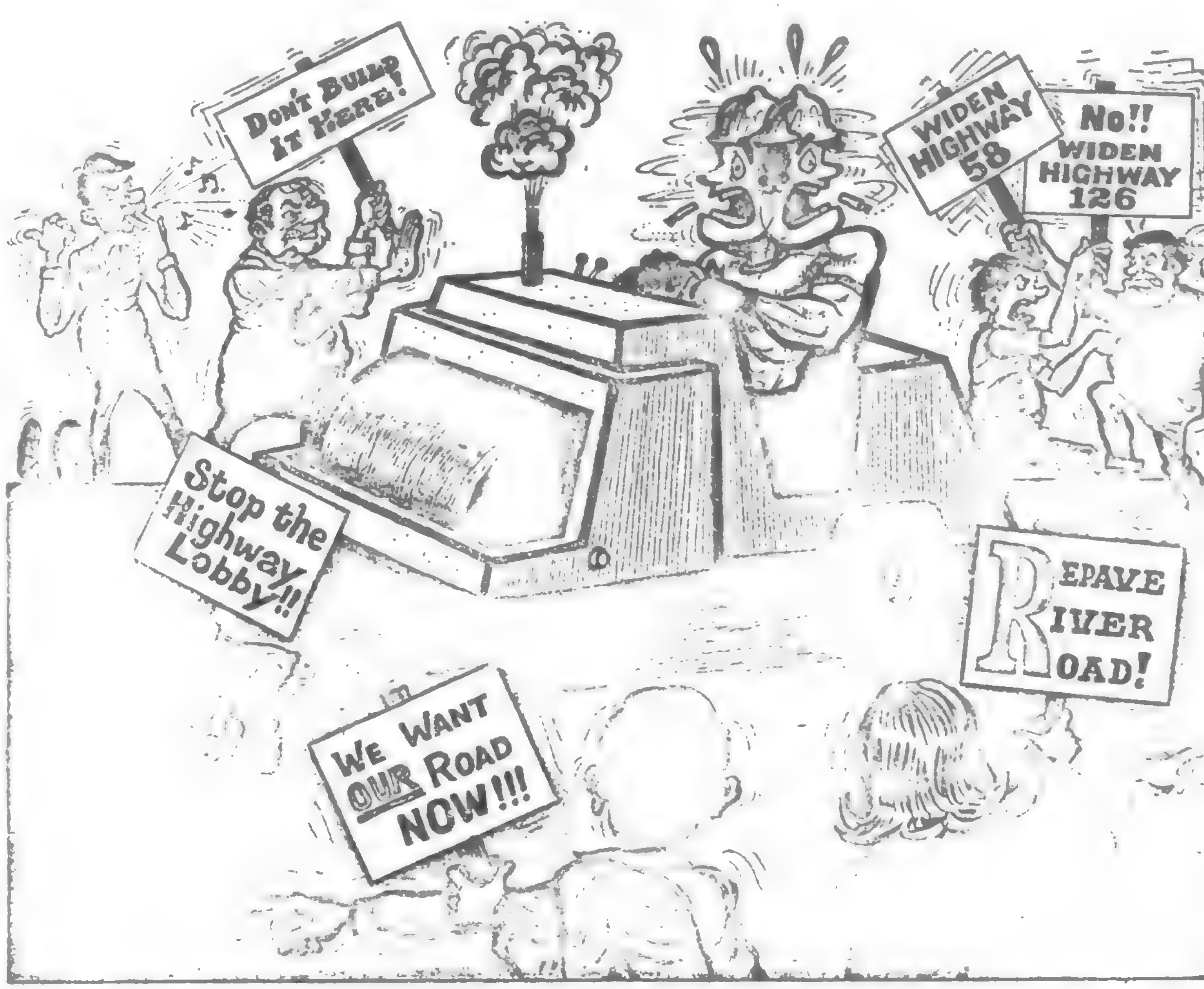
Even some decisions of the State Transportation Commission may be subject to change over the next six years, however. For major projects, environmental impact statements must be prepared and public hearings held.

If there is an extended public debate or court suits are brought, or if major new developments arise that affect highway needs, favored projects could be delayed. Then lower priority projects would receive the funds.

THE DECISIONS by the public bodies in Lane County will be made during public hearings and meetings that will be held during the coming four or five months.

The 1973 State Legislature, which appropriated the $150 million for highway projects, directed that the money be used within six years.

It will take hard work and tenacity. Not many people will make the effort. So if you grab for the controls of the steamroller now and hang on, you may find yourself in the driver's seat a few months or a year or two from now.


DON'T BUILD IT HERE!
Stop the Highway Lobby!!
WE WANT OUR ROAD NOW!!!
WIDEN HIGHWAY 58
No!! WIDEN HIGHWAY 126
REPAVE RIVER ROAD!

Lane's $13.8 million won't go far

No one knows for sure how many million dollars it would cost to make modern, hazard-free thoroughfares out of the 438 miles of state highways in Lane County.

To do that job on the 7,700 miles of primary and secondary highways statewide would cost $4 billion, highway officials in Salem estimate.

From that, simple arithmetic indicates it might cost $300 million to bring Lane County's highways up to first-class condition.

That's only educated guesswork, of course. But however you figure, it is apparent that highway needs in the county are going to go unfilled for the foreseeable future.

Only a few of the projects are going to get done.

The major deficiencies in Oregon's state highways can be corrected at a cost of about $550 million, according to Fred Klaboe, administrator of the state highway division.

In Lane County, Kaboe has presented a list of projects costing $32.5 million for consideration. There is no way they all can be done. And there are millions of dollars in county highway projects that are admittedly needed, but left off Klaboe's list.

How much money is available?

About $85 million a year for work on the 700 miles of interstate highway in Oregon plus about $50 million a year for other 7,000 miles of state highways, Klaboe says.

If it hadn't been for the 1973 State Legislature, that $50 million a year for other highways would have been only half as large, he says.

The new $25 million a year is the amount the highway officials expect to raise by sale of bonds under a six-year, $150 million bond issue approved by the legislators, he says.

Each of the state's 14 administrative districts will receive a share of that $150 million, based on a complex formula keyed to road deterioration, safety and volume of truck traffic.

District Five, which is Lane County, will receive $13,875,000. Among the districts, District Two got the largest share, $26.5 million. It includes Multnomah, Clackamas, Columbia and Washington counties. District 14, Harney and Malheur counties, got the smallest share, $4.1 million.

Lane County's $13.8 million share is in addition to the $18.5 million in projects already funded with federal-state matching grants and scheduled to go to contract soon.

The $13.8 million has not been earmarked yet. But it will be in the next few months through a process of public meetings and decisions by the 93 individuals serving on the public bodies that you see listed elsewhere on this page.

Public officials so far are working with two lists of proposed projects (See story, Page 2B) in an effort to determine which highways most need improvements and which already are likely to be funded from other sources.

They are asking for public comment. The next public meeting dealing with the priority-setting problem will be a session of Lane Council of Government's Citizen Advisory Committee on Transportation. That will be Tuesday at 7:30 p.m. at the large L-COG conference room in the courthouse annex in Eugene. It is open to the public.

Proposed projects listed, Page 2B

18/47

9031

Cottage Grove

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 2, 1973

RECEIVED
COUNTY & CITY SECTION
AUG - 3 1973
☑ ENGR. ☑ COOR. ☑ OE ☒ AS ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Mr. Frank Carlton
City Manager
City Hall
Cottage Grove, Oregon 97424

Dear Mr. Carlton:

Attached are two copies of the Preliminary Environmental Assessment for the improvement of the Ninth Street Corridor. This is not an Environmental Impact Statement, but is a summary of preliminary considerations that the City Council may want to contemplate when weighing each alternate.

Regarding your questions expressed at our meeting in Mr. William Anhorn's office I am able to report as follows.

1. You asked if curb and sidewalk costs were included in the cost estimates. These items are included in estimates for work on either 8th or 10th Streets. Also costs are included for 9th Street for those alternatives which include the complete reconstruction of the section of 9th Street that is under consideration. On those estimates where no reconstruction of 9th Street is planned, there was no allowance made for sidewalks and curbs.

2. You asked if it was intended that the southbound leg of the 8th-9th Streets couplet continue to a junction with 9th Street, with resumption of two-way traffic at that point. The answer is yes. On the drawing for this alternative, the southbound leg of 8th Street was not colored beyond Whiteaker. This is because our Design Section believed that south of Whiteaker, 8th Street was of satisfactory standard to be used as part of the couplet. Therefore, the cost estimate reflected no improvement to 8th, south of Whiteaker other than necessary signing and striping. No signal cost was included for a signal at 8th and Main Streets.

3. You indicated the possibility of the city doing new work on curbs and sidewalks along 9th Street north of Main Street. The question was, would this work have to be torn up at a later date to improve traffic flow in the 9th Street corridor?

If the alternate selected was to reconstruct 9th Street as a four-lane street, the sidewalks and curbs on at least one side would have to be removed.

If the alternate selected was one of the couplet alternatives it should be possible for the City and Highway Division to develop plans so the new curbs and sidewalks would not have to be disturbed. This implies the selection of a particular alternative and the approval of a cross section by the city and the Highway Division. I anticipate that the Highway Division would also desire completion of the General Highway Plan for Cottage Grove.

Please let me know if you need further information before our August 13, 1973 meeting with the City Council.

Very truly yours,

W. L. Cranford
Urban Studies Engineer

Attachments
cc: Don Harwell w/attach.
Bud Shirley w/attach.
Bill Anhorn w/attach.
Marlowe Krohn w/attach.

18/47

Cottage Grove

COTTAGE GROVE

Ninth Street Corridor Improvement

PRELIMINARY ENVIRONMENTAL ASSESSMENT

OREGON STATE HIGHWAY DIVISION
Environmental Section
Salem, Oregon 97310

July 27, 1973

PRELIMINARY ENVIRONMENTAL ASSESSMENT

Cottage Grove
Ninth Street Corridor Improvement

I. Proposed Action

There have been three proposed plans to alleviate congestion on Ninth Street between Pennoyer Avenue and Main Street. One solution would be to widen Ninth Street. The other suggested solutions would be to create a couplet utilizing either Eighth and Ninth Streets or Ninth and Tenth Streets.

The first solution calls for a widening of Ninth Street from its present two lanes to four lanes. Presently, the pavement width is 32 feet between Woodsen Place and Gibbs Avenue and 38 feet from Gibbs Avenue to Main Street.[1] A standard urban four-lane design on Ninth Street would entail the removal of all the houses on one side of the street. This 100-foot right-of-way would include four travel lanes, two parking lanes, two sidewalks, and a median. According to a July 5, 1973 preliminary estimate, the total cost of construction and right-of-way would be $1,352,000.

The creation of a couplet out of Eighth and Ninth Streets would involve the widening of the existing streets from approximately 32 feet to a standard of 50 feet and the taking of the needed right-of-way. To align Eighth Street where it meets Gibbs Avenue, an additional triangular section of right-of-way would be required from the southwest corner of the intersection. Also, Eighth Street would be extended on its north end and angled into Ninth Street. This would involve the construction of approximately 450 feet of new roadway. The cost of the proposal--using the same July, 1973 figures--would be $518,000 if Ninth Street were used as is, and it would be $749,000 if Ninth Street were improved.

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[1] Oregon State Highway Division, 1971 Origin-Destination Study for Cottage Grove, Oregon: Preliminary Report of Factual Data (Salem, January, 1972).

A final alternative that has been considered is a couplet utilizing Ninth and Tenth Streets. Tenth Street would have to be widened for a 50-foot right-of-way. This proposal would also require additional right-of-way in two places. At the north end of the project, a triangular section of land at the southeast corner of the intersection of Tenth Street and the Goshen-Divide Highway would be removed to provide a smooth approach onto the Goshen-Divide Highway. At the south end of the project, Tenth Street would have to be extended and angled to meet Ninth Street and Main Street. This extension would require the construction of approximately 525 feet of new road. The total cost of this proposal would be $872,000 if Ninth Street were improved and $570,000 if Ninth Street were not improved.

II. Existing Environmental Setting

The proposal to include Ninth Street in a TOPICS project was a response to the problem of traffic congestion which exists presently on this street:

> The most critical capacity deficiency presently existing in the Cottage Grove urban area occurs on North Ninth Street between Main and Gibbs Streets. Additionally, the intersection of Main Street with North Ninth Street and the Goshen-Divide Highway has the highest frequency of recorded accidents at any location within the Urban Area and ranked number one in both relative hazard and severity in 1971.[2]

The traffic counts taken in June, 1971, between Woodsen Place and Main Street averaged 8,500 trips daily while design capacity was approximately 8,000 average daily traffic (ADT).[3] Ninth Street is the main north-south arterial north of Main Street. The traffic along Ninth Street is primarily local in nature.[4] "A normal, annual increase in traffic volumes of about four to five percent per year (the average urban traffic growth in Oregon is seven to eight percent annually) will only continue to compound an already serious problem."[5] Another variable factor influencing future traffic patterns along Ninth Street is traffic on the proposed Gateway Boulevard. This section of road is to connect the intersection of Interstate 5 and the Cottage Grove connector to Main Street intersection.[6] It has been estimated that Gateway

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[2] Harstad Associates, Inc., TOPICS: An Areawide Plan for the Cottage Grove Urban Area (Eugene, June, 1971).

[3] Origin-Destination Study.

[4] Lane Council of Governments, Comprehensive Plan: City of Cottage Grove and Environs (Eugene, 1971).

[5] Harstad Associates, Inc., Supplemental Report for the Areawide TOPICS Plan for the Cottage Grove Area (Eugene, n.d.).

[6] Gateway Boulevard is considered in Harstad Associates, Inc., Supplemental Report and by the Lane Council of Governments in the Comprehensive Plan; in the Capitol Improvement Program: Cottage Grove, Oregon (Eugene, June, 1971); and in the Cottage Grove Preliminary Plan (Eugene, September, 1972).

Boulevard would carry fewer than 1,500 vehicles per day.[7] Assuming that this facility would divert as many as 500 autos from Ninth Street, traffic on Ninth Street would still be at capacity.

In order to understand the environmental impacts of the project, it is necessary to look at zoning, present land use, and projected land use for the project area. An examination of the Cottage Grove zoning map and land use map show that zoning in the project area and existing land use are nearly identical.[8] The boundaries of the project area can be identified by examining the maps attached to this report. Land at the north end of the project, the area which is bounded by Ninth and Tenth Streets, is in commercial use. To the south there is low-density residential development to a point about one-half block north of Gibbs Avenue. From this point south to Main Street, the land use is commercial; part of this land is within the CBD. Just to the north of the project area along the Goshen-Divide Highway and beyond the outskirts of town is intermittent commercial strip development.

The proposed land use for the area indicates that the present land functions will remain.[9] The intermittent strip development along the Goshen-Divide Highway north of the project area is to be filled out to accommodate a neighborhood shopping area. The boundaries of the residential section and the CBD will remain essentially the same. The property along the Willamette River, at the north end of Eighth Street, is part of the Willamette River Greenway system. It is understood that houses now in that portion of the Greenway are scheduled to be removed. The existing commercial core area between Ninth and Tenth Streets is in transition. An automobile franchise which is one of the largest businesses in the area is moving to new facilities outside of the project area. A mall has been proposed for the area that extends one-half block north of Gibbs Street. There are no other known planned facilities that might affect or be affected by this project.

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[7] Supplemental Report.

[8] Cottage Grove Preliminary Plan.

[9] Comprehensive Plan: Cottage Grove Preliminary Plan.

Air, noise, and water quality in the project area have not been measured or analyzed with current techniques. However, it is clear that air pollution in the area is not a major concern. With the relatively low ADT locally, only noxious odors from passing trucks would be a problem to residents. It is surmised that noise pollution along Ninth Street must certainly be a problem. Homes along Ninth Street must be subject to noise of horns blowing, vehicles shifting gears and making jack-rabbit starts. At present, noise increasingly becomes a problem as one moves toward the CBD, although there are fewer residents to be affected by it. The Coast Fork of the Willamette River has a high level of turbidity, with unreduced solids and other objects suspended in the water.

III. Probable Impacts

Each proposed solution would have its own set of environmental impacts. The proposal to widen Ninth Street would have its greatest impact in the acquisition of many homes and businesses along the right-of-way. Since even a minimal standard four-lane facility would require removal of homes and businesses, a standard urban facility was designed. Choice of this alternative would entail a conversion of land from commercial and residential use to transportation use. Aerial photographs show about six businesses and nine homes in the proposed right-of-way. People who live in these homes would have to be relocated in homes of a similar type and cost. In small towns, there is usually not a large choice of replacement housing to provide easy relocation of residents. Not all structures removed from the right-of-way would necessarily be demolished; they may be moved to nearby sites. Some property owners may choose to build new homes within the taxing jurisdiction from which they were displaced and would apply their relocation payments toward the construction of new houses. Businesses also need to be helped in their relocation efforts. Although new residential and commercial development is foreseen for the Cottage Grove area,[10] some of the people and businesses displaced by this project might not be able to relocate on sites suitable to their particular needs.

Another primary effect of the proposal to widen Ninth Street would be the loss of taxable property. Land purchased for right-of-way is transferred to a non-tax-paying agency and is thereafter out of production for tax purposes. The right-of-way costs for this proposal have been estimated to be $855,000; the assessed valuation of the land would be somewhat less.

The change in traffic patterns on Ninth Street from two lanes to four lanes may affect land use in the area. Since accessibility would change the relative attractiveness of the area, property values may rise or fall. In this case, the increased accessibility along Ninth Street would raise the value for commercial use, while lowering it for residential uses. The displacement of homes and businesses on one side of the street, along with the improved accessibility to the area, would result in great pressure to convert nearby land use despite present zoning. There would be pressure for strip development along Ninth Street, which would contribute to the extension of the core business area, thereby connecting it with the strip development along the Goshen-Divide Highway. The improvement of Ninth Street is the only plan proposed in existing planning documents.[11] However, the Harstad Associates, Inc., TOPICS report did favor the Eight and Ninth Street Couplet.

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[10] Comprehensive Plan.

Also, steadier traffic movement in the area, without stop-and-go traffic, would tend to decrease noise and air pollution.

The Eighth Street and Ninth Street couplet would have its main impact in the removal of homes, the loss of frontage by street widening, and the new construction in the area of the Greenway along the Willamette River. Aerial photographs show four or five homes that would have to be relocated by a street widening. Of these, two or three are already scheduled to be demolished as part of the Greenway program. At least 11 homes and businesses would lose frontage, driveways, or off-street parking. The homes along Eighth Street have a short setback distance, and front porches would in many cases be very near to the travel lanes of the proposed facility. The right-of-way costs would be $238,000 for acquisitions from Eighth Street, which would mean a somewhat smaller initial decrease in the tax base than would acquisition of right-of-way to widen Ninth Street.

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[11] Capitol Improvement Program; Comprehensive Plan; Cottage Grove Preliminary Plan.

The loss of homes, the encroachment on front yards, and the increased traffic would substantially change the character of this neighborhood. Traffic would be changed from almost none to about half the present levels on Ninth Street, or approximately 4,000 ADT. This increase would certainly increase air and noise pollution on Eighth Street while lowering air and noise levels on Ninth Street. The homes in the area are on the lower ranges of value, and such a facility would certainly gradually lower land value for residential use still further, while raising land value for commercial purposes. This project might therefore be followed by pressure to change existing zoning in the area from residential to commercial. If zoning changes in the area are not approved, the neighborhood will continue to deteriorate. The smaller lots would probably not conform to the standard lot size for the building of new, conventional-sized homes.

The construction of the section of road connecting Eighth Street to Ninth Street along the Coast Fork of the Willamette River would present substantial problems. First, part of this area is owned by the City of Cottage Grove as part of the Willamette River Greenway system. In order to construct a roadway through this area, state and federal approval would be mandatory. It is understood that federal approval would be difficult to obtain. If state and federal approval could be obtained, replacement property on the river would have to be purchased. This would be an added expense to the project. It is a goal of the Greenway program to attain belts of public land along the river. The extension of Eighth Street along the river would break the belt and would conflict with objectives of the Greenway program. A second impact might occur during construction near the Willamette River. There is always the chance that fill dirt may enter the river during construction, further polluting the river for a temporary period. Further, the Eighth and Ninth Street couplet was not considered in local planning documents.[12]

The Ninth Street and Tenth Street couplet represents a third solution to the problem of congestion on Ninth Street. Tenth Street would be widened along residential portions of the street. Here the homes have sufficient setback distance, and the proposal would not cause any loss of homes. The homes along Tenth Street are higher in value than those on Eighth Street. But the neighborhood may tend to become less desirable for residential use because of the increase in ADT to approximately 4,000, after previously having almost no traffic. There would then be a decrease in residential values with an attendant increase in commercial values. The change in traffic patterns would improve air and noise quality on Ninth Street while degrading air and noise quality on Tenth Street.

If Tenth Street is extended to meet Ninth Street at Main Street, five commercially-oriented structures would be lost. Right-of-way costs would amount to approximately $269,000. There would be an initial reduction in the property tax base, of somewhat less than the full $269,000. An increase in the tax base because of increased commercial accessibility may more than offset any initial tax loss. The automobile franchise which is moving uses a number of the buildings that would be removed. A mall has been proposed for the commercial area bounded by

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[12] Capitol Improvement Program; Comprehensive Plan; Cottage Grove Preliminary Plan

Ninth and Tenth Streets and Main Street. The establishment of a couplet, with its attendant increase in traffic circulation, would likely be of advantage to a mall. The construction of the new roadway would remove some property that would otherwise be available for mall development. The Ninth Street and Tenth Street couplet, as noted earlier, is not specifically considered in local planning documents that have been prepared for Cottage Grove.[13]

IV. Environmental Studies Requirements

According to the National Environmental Policy Act, a draft and a final environmental impact statement are needed for any project utilizing federal funds that significantly affects the quality of the environment. Because all three alternatives of this project would require loss of homes or businesses and possible changes in land use and air, noise, and water quality, environmental impact statements would have to be prepared. Such statements are expensive and time-consuming.

The National Environmental Policy Act also requires that no recreational property can be taken unless a special environmental statement, a so-called 4(f) statement, is prepared. The Eighth Street and Ninth Street couplet would require the preparation of a 4(f) statement because of the use of Coast Fork of the Willamette River Greenway property. The 4(f) statement must show that "there is no feasible and prudent alternative to the use of such land," and that, "such programs may include all possible planning to minimize harm."

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[13] Capitol Improvement Program; Comprehensive Plan; Cottage Grove Preliminary Plan.

V. Summary

None of the alternatives is completely free of potentially adverse environmental impacts. The proposal to widen Ninth Street would remove about nine homes and six businesses. The families and businesses would be displaced. The right-of-way costs, estimated to be $855,000, would be greater than right-of-way costs for the other two proposals and would have a significant initial impact of the property tax base. It would be very difficult under this proposal to maintain this area in its present and planned balance of commercial and residential uses.

The Eighth Street and Ninth Street couplet would likewise have adverse effects on the environment. There would be difficulties in obtaining permission from the Oregon State Highway Division's Park and Recreation Section and the Bureau of Outdoor Recreation to take the Greenway land out of use. A second problem would be encountered in complying with the 4(f) requirement that other prudent alternatives be considered over alternatives which would affect recreational lands. The Ninth Street and Tenth Street couplet would certainly constitute such a "prudent alternative." A final problem presented by this alternative would be the significant effect on the quality of life along Eighth Street. The homes remaining after right-of-way acquisition would be very near the travel lanes of the widened roadway. There would be pressure to change land use in the area from residential to commercial.

Selection of the Ninth Street and Tenth Street couplet would probably cause the least environmental damage. Since there are more homes and businesses along [illegible] and Ninth Street couplet would be preferable.[14] Still, the homes on Eighth Street would be more severely affected by the proposed widening than would homes on Tenth Street, were the proposed Ninth Street-Tenth Street couplet selected. The auto dealership that is moving from Tenth Street would be most affected by construction. Improved traffic circulation would certainly be an asset to the mall which is proposed nearby. The Ninth Street and Tenth Street couplet is probably the most desirable alternative for solution of the congestion problem on this portion of the Goshen-Divide Highway.

LIST OF REFERENCES

Harstad Associates, Inc. Supplemental Report for the Areawide TOPICS Plan for the Cottage Grove Area. Eugene, n.d.

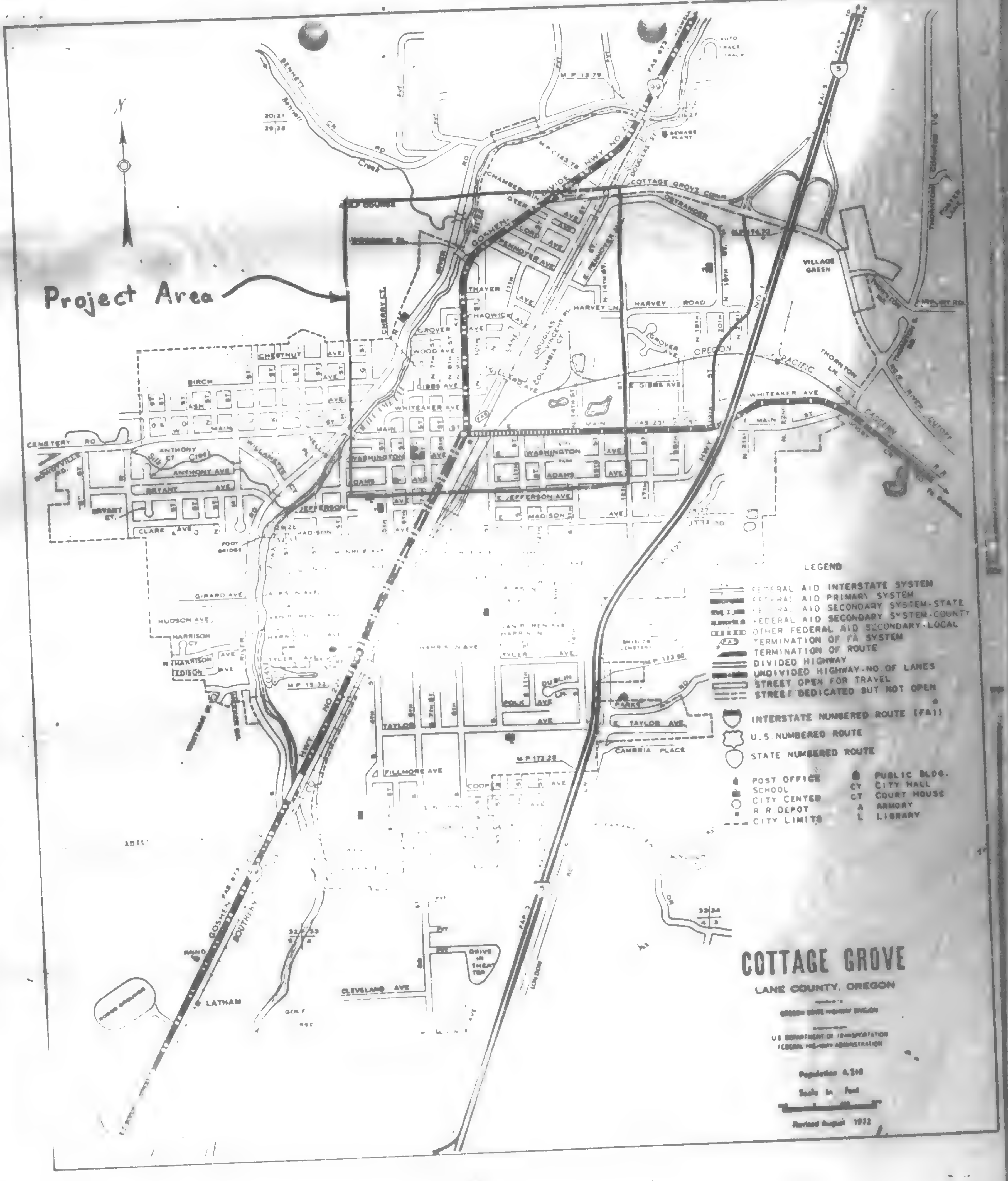
Harstad Associates, Inc. TOPICS: An Areawide Plan for the Cottage Grove Urban Area. Eugene, December, 1972.

Lane Council of Governments. Capital Improvement Program: Cottage Grove, Oregon. Eugene, June, 1971.

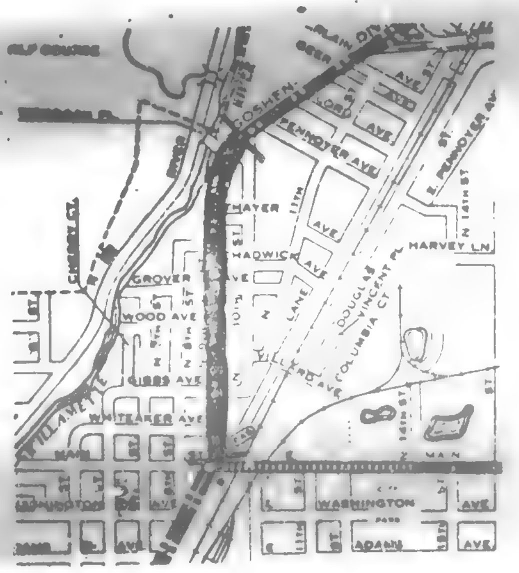
____________________. Comprehensive Plan: City of Cottage Grove and Environs. Eugene, 1971.

____________________. Cottage Grove Preliminary Plan. Eugene, September, 1972.

Oregon State Highway Division. 1971 Origin-Destination Study for Cottage Grove, Oregon: Preliminary Report of Factual Data. Salem, January, 1972.

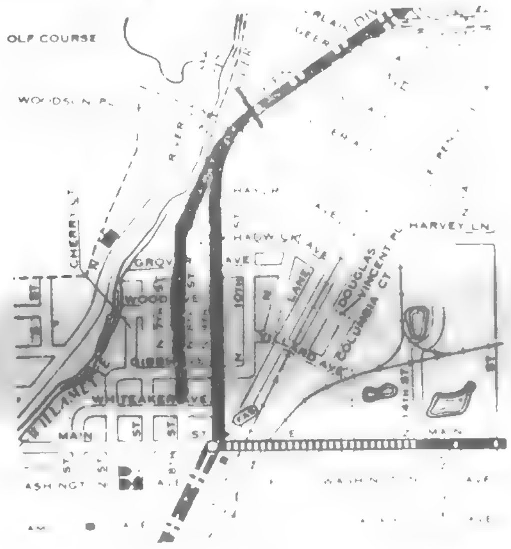

N
Project Area
COTTAGE GROVE
LANE COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 6,210
Scale in Feet
Revised August 1973
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
FEDERAL AID SECONDARY-LOCAL
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
COTTAGE GROVE CONN
OSTRANDER
HARVEY ROAD
VILLAGE GREEN
THORNTON LN
PACIFIC
WHITEAKER AVE
MAIN ST
WASHINGTON
ADAMS
E JEFFERSON AVE
MADISON
GOSHEN
HWY NO 1
HWY NO 222
CHESTNUT
BIRCH
ASH
GROVER
WOOD AVE
GIBBS AVE
THAYER
CHADWICK
PENNOYER AVE
DOUGLAS
COLUMBIA CT
CEMETERY RD
ANTHONY AVE
BRYANT AVE
CLARK AVE
WILLAMETTE
JEFFERSON
GIRARD AVE
HUDSON AVE
HARRISON CT
EDISON
TYLER AVE
DUBLIN
POLK AVE
TAYLOR AVE
E TAYLOR AVE
CAMBRIA PLACE
FILLMORE AVE
CLEVELAND AVE
LATHAM
DRIVE IN THEATER
GOSHEN FAS 673
SOUTHERN
LONDON
M.P. 13.79
M.P. 15.33
M.P. 173.90
M.P. 173.28
SEWAGE PLANT
AUTO RACE TRACK
BENNETT CR RD
Bennett Creek

Cottage Grove
TOPICS



OLF COURSE
GOSHEN
GEER
PENNOYER AVE
E. PENNOYER AVE
THAYER
11TH
HADWICK AVE
HARVEY LN
GROVER AVE
WOOD AVE
10TH
LANE
DOUGLAS
VINCENT PL
COLUMBIA CT
GIBBS AVE
WHITEAKER AVE
WILLAMETTE
MAIN
WASHINGTON AVE
ADAMS AVE
N 14TH ST
14TH ST

9th Only



OLF COURSE
WOODSON PL
CHERRY ST
HARVEY LN
HADWICK AVE
GROVER
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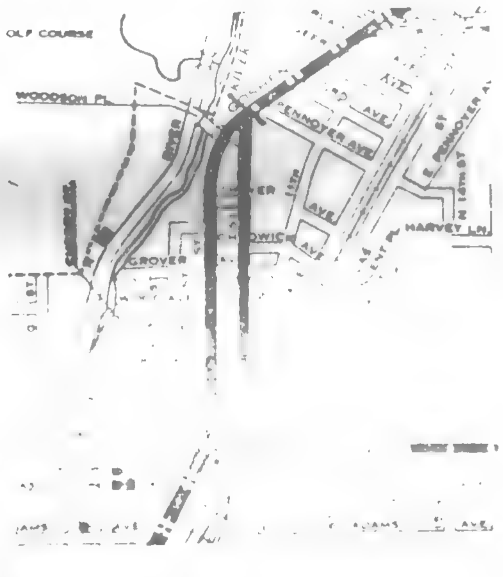
GIBBS
WHITEAKER AVE
WILLAMETTE
MAIN
DOUGLAS
VINCENT PL
COLUMBIA CT
14TH ST

8th + 9th Couplet



OLF COURSE
WOODSON PL
PENNOYER AVE
E. PENNOYER AVE
HADWICK AVE
HARVEY LN
GROVER
N 14TH ST
ADAMS

9th + 10th Couplet

47/1

Cottage Gr
1

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 24, 1973

TO **Mark B. Bovee**
Transportation Studies Engineer

FROM William L. Cranford
Urban Studies Engineer

wlc

SUBJECT Cottage Grove
General Highway Plan

RECEIVED
COUNTY & CITY SECTION
JUL 25 1973
☐ ENGR. ☑ COOR. ☑ [illegible] ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

On July 20, 1973, I met with Mr. Frank Carlton, Cottage Grove City Manager, and Mr. William Anhorn, District Engineer, at Mr. Anhorn's office in Eugene.

Mr. Carlton was furnished drawings of three alternatives for improvement of the 9th Street corridor north of Main Street. Copies of these preliminary proposals and their cost estimates are on file in our unit.

Mr. Carlton asked for clarification of the following items:

1. **Did the 8th-9th couplet estimate, under Plan III, extend south of Main Street to reconnect with 9th Street? Also, did the estimate include a signal at 8th and Main?**
2. If the city should reconstruct sidewalks and curbs on 9th Street soon, would this work have to be torn up if 9th Street was later converted to one leg of either couplet? (City plans call for a section four feet wider on each side in the presently most narrow section).

Other questions concerning signals, raised by Mr. Carlton, can be answered only after the preferred alternative is selected. It is not likely that such a selection can be made until a General Highway Plan for Cottage Grove is completed. During the formulation of this plan, forecasts of 1990 traffic will be made **based on the** Cottage Grove Comprehensive Plan, as well as employment and population dis- [illegible] to be furnished by the city. The traffic forecasts are necessary to help [illegible] hat will solve the city's traffic problems for a 20-year [illegible] major state highway project [illegible] uld be unlikely.

Mr. Carlton asked Bill Anhorn and me to meet with the city council at 7:30 PM, August 13, 1973 and discuss the alternate routes from a planning standpoint and in relation to the General Highway Plan yet to be completed. The invitation was accepted.

Prior to the August 13, 1973 meeting, I will consult our Design Section for answers to Mr. Carlton's questions. Also, I will forward to him an Environmental Assessment, which has been prepared by our Environmental Section, in regards to the three alternate proposals for improvement to the 9th Street corridor.

WLC:ap
cc: Marlowe Krohn
Frank Carlton
William Anhorn
Don Harwell

F1. 9031

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
April 27, 1973

SUBJECT: Improvement of North 9th St.
City of Cottage Grove

To:

Mr. Alfred Shirley
Regional Engineer
ROSEBURG

Writer met with City Manager, Frank Carlton, and City Engineer, Roger Sinclair, on April 26 concerning Mr. Carlton's letter of April 5 to the Region office for a cooperative project on the improvement for the installation of curb and gutters and sidewalks on North 9th in Cottage Grove.

It appears to be rather indefinite at this time as to whether or not the City will undertake this project until a more firm commitment is reached from Salem on the study concerning the one-way couplet within the City. Writer did agree that if City went ahead with this curb and gutter project, that we would pave between the gutter and the edge of the highway similar to what we did in cooperation with the City of Junction City. City Manager also explored the idea of whether or not we could overlay this section of highway, however, writer made no commitment to do this.

RECEIVED
COUNTY & CITY SECTION
MAY 29 1973

Wm Anhorn
William Anhorn
District Engineer

5/25/73
Robert Royer
H.S. Cox ✓
L.E. George
Your info.

SP*52479 734

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1859

OREGON STATE
HIGHWAY DIVISION

REGION 3 P.O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

April 18, 1973

Frank C. Carlton
City Manager
City of Cottage Grove
City Hall
Cottage Grove, OR 97424

Dear Mr. Carlton:

Your letter of April 5 concerning a Topics project and a cooperative project with this Division and the City of Cottage Grove has been received.

As regards the Topics project, it is suggested that you contact our County-City Engineer and make an application for a revival of the project mentioned in your letter.

→ See [illegible] (C&A 3724)) 6/1/78

Regarding a cooperative project, by a copy of this letter to William Anhorn, our District Engineer in Eugene, we are asking him to contact you and discuss this proposed project. I cannot promise you that funds are available to do this project at this time, but we certainly are willing to pursue the possibility.

file this

X-Ref'd m

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw

cc H. S. Cox
William Anhorn

ED
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973
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☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Cottage Gr

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 16, 1973

Mr. Frank C. Carlton
City Manager
City Hall
Cottage Grove, OR 97424

Dear Mr. Carlton:

Reference is made to your letter of February 5, 1973 and our telephone conversation today.

Accordingly, we are studying three alternatives to alleviate traffic on 9th Street (ORE99).

1. A couplet using 8th Street and 9th Street.
2. A couplet using 9th Street and 10th Street.
3. The widening to four lanes of 9th Street.

We will be in touch with you from time-to-time as this study progresses.

Very truly yours,

William L. Cranford
Urban Studies Engineer

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& CITY SECTION
APR 18 1973
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on [illegible]

ALL AMERICA CITY

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

April 5, 1973

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COUNTY & CITY SECTION
APR 19 1973
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OFFICE OF **THE CITY MANAGER**

Mr. J.H. Versteeg, District Highway Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Versteeg:

The City of Cottage Grove is considering two street improvement projects for partial funding in its 1973-74 Street Levy Fund budget that involve the Oregon State Highway Division. We would appreciate it if you would comment on the feasibility of the State Highway Division participating in the projects as proposed.

The first project would be the resignalization of the 9th and Main intersection as a TOPICS Project. This project is part of the top priority couplet proposed in our TOPICS Plan. While the couplet may never be built due to financial problems, political problems or environmental impact problems but that does not negate the high priority of the resignalization project. As you well know, the 9th and Main signalization project has been considered a priority project in the past and has been designed and advertised for bid by the Highway Division at least once in the past. Unfortunately, it was Cottage Grove which decided proceding with the project when it was bid in 1970. This was done due to problems financing our 50% of the $10,000 contract cost. The City Council stated at that time that they wanted to finance the project under TOPICS Program which would mean our share would be "only" 20%. It would be ironic if the 1974 bid cost comes in at $20,000 and we still have to come up with $5,000. Please indicate if your staff is prepared to draw the plans and specifications for this project and bid it early in 1974 if the City applies for a TOPICS project and completes a negative declaration regarding the project's environmental impact.

no TOPICS funds
See Traffic Signal Agree 6/1/73, Ex-A #3724

The second project involves a local improvement district to install curbs, gutters and sidewalks along both sides of North 9th Street from Gibbs Avenue to Woodson Place. The property owners will pay the costs of the new sidewalks; the City will pay for the new curbs and gutters; and we request the State Highway Division improve business Route #99's shoulders by extending the existing pavement to the new curb. We understand that funds for new construction projects are extremely scarce but that funds are available for maintenance projects. Obviously the upgrading of the shoulders of North 9th Street in Cottage Grove is a maintenance project since with the present roadway the top of the curbs are too close to the [illegible] of the street shoulder or there is no curb and gutter or shoulder at all. [illegible] and resurfacing the present roadway extremely difficult. [illegible] maintenance difficulties. [illegible] the City's engineering

Sincerely yours,

Frank Carlton

Frank C. Carlton
City Manager

[illegible]

1031

February 23, 1973

Mr. Frank C. Carlton
City Manager
City Hall
Cottage Grove, Oregon 97424

Dear Mr. Carlton:

Your letter of February 5, 1973, to Mr. Klaboe is being reviewed by those sections responsible for both matters; i.e., TOPICS Urban Area Plan and the proposed couplet plan.

[illegible] future regarding the couplet plan.

Thank you for your interest, cooperation, and patience in these matters.

Very truly yours,

George M. Baldwin
Administrator of Highways

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

L. E. George
R. E. Royer
J. H. Versteeg

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STATE HWY ENGR
FEB 7 '73
REFER TO
FOR
Info | Inves | R/D | D/P | Sign | Act

ALL-AMERICA CITY

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

OFFICE OF THE CITY MANAGER

February 5, 1973

Mr. F.B. Klaboe, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Enclosed are five copies of the Traffic Operation Program to Increase Capacity and Safety (TOPICS) areawide plan for the Cottage Grove, Oregon, Urban Area as approved by the Cottage Grove City Council (Resolution No. 394 enclosed) at their January 30, 1973 meeting. Please procede to have the State Highway Commission review and approve this plan at their earliest convenience.

TOPS

Also enclosed is City Council Resolution #397 which asks the State Highway Division to undertake a study of the widening, relocation [illegible] of the Goshen-Divide [illegible] and Main Street [illegible] 1973) where [illegible] ate on a 50:50 basis with the City of Cottage Grove. The 8th-9th one way couplet recommended as the priority number one project in the TOPICS Plan. There is no way we could finance the project from our meager TOPICS project funding allocation. A meeting with various OSHD officials on the subject of the couplet has led us to requesting the alternate route study as the logical approach to doing something about State Highway #99 through Cottage Grove on a City/State cooperative project basis. Please indicate if the State could budget and perform this study in fiscal year 1973-74. Our TOPICS consultant, Harstad and Associates has indicated that they would be available to conduct such a route study if the State Highway Division was limited by personnel ceilings and couldn't perform the [illegible].

Rec'd 2-6-73

Frank Carlton
Frank C. Carlton
City Manager

FCC:gm

RECEIVED
COUNTY & CITY SECTION
FEB 8 - 1973
COOR ☑ DE ☑ AE ☑ UE
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RECEIVED
FEB 7 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

Return [illegible]

2-2-73 #2 will be handled by Planning [illegible] (Mark Bova)

RECEIVED
COUNTY & CITY SECTION
FEB 8 - 1973
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ DE
☐ DPE ☐ CE ☐ RE ☐ RPE ☐

RESOLUTION NO. 397

A RESOLUTION OF THE COTTAGE GROVE CITY COUNCIL
REQUESTING THE OREGON STATE HIGHWAY DIVISION
TO CONDUCT A ROUTE ALTERNATIVE STUDY FOR
GOSHEN-DIVIDE HIGHWAY (99E) THROUGH COTTAGE GROVE.

WHEREAS, the City of Cottage Grove has a serious traffic flow and congestion problem on the Goshen-Divide Highway #99 (FAS673) through Cottage Grove particularily where it narrows down to one lane in each direction from Woodson Place to Main Street and becomes most serious between Gibbs Avenue and Main Street where, due to intense commercial development and numerous turning movements at Gibbs and Whiteaker Avenue, the peak hour traffic volume reaches 117% of the service volume of the roadway. This was the only section of roadway identified in the 1972 Cottage Grove TOPICS Study that carries traffic volumes in excess of its service volume.

WHEREAS, the Cottage Grove City Council entered into a contract for the preparation of an area wide plan for a Traffic Operations Program to increase capacity and safety for the Cottage Grove Urban Area and on January 30, 1973 said City Council accepted and approved the resulting study and area wide TOPICS Plan and

WHEREAS, said plan contains a proposal [illegible] construct [illegible] way couplet utilizing N. 8th and [illegible] to solve the most [illegible] traffic capacity and safety problem in Cottage Grove identified by said study and;

WHEREAS, this couplet proposal has generated considerable local controversy particularily from the residents of the proposed new southbound State Highway route, ie North 8th Street, which is now pertly a residential street. This opposition was embodied in a petition signed by 37 residents of the area.

NOW THEREFORE BE IT RESOLVED that the Cottage Grove City Council [illegible] request that the Oregon State Highway Division undertake a feasibility [illegible] of the 8th-9th [illegible] or 9th Street widening [illegible] include an area impact study; and a public [illegible] at which the relative merits of the several alternative routes are discussed and public testimony taken with a recommendation resulting to the City Council and Highway Commission on a 50:50 cooperative project to improve this traffic congestion and safety hazard situation during the 1970's.

Passed by the City Council and approved by the Mayor this 30th

Wanda M. Altree
WANDA M. ALTREE - CITY RECORDER

James R. Shirley
JAMES R. SHIRLEY - MAYOR

ALL AMERICA CITY

City of Cottage Grove

Attn
Dick Bladorn
City County
TOPICS
Section

[illegible] 23, 1973

OFFICE OF THE CITY MANAGER

RECEIVED
COUNTY & CITY SECTION
JAN 25 1973
☑ ENGR. ☑ COOR. ☑ CE ☐ [illegible]
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

~~Miss Jean Holt~~
~~Miss Norma King~~
~~1217 South 8th Street~~
~~Cottage Grove, Oregon 97424~~

Dear Miss Holt and Miss King:

Thank you very much for your recent letter regarding the 9th Street traffic congestion project. Please take note that the TOPICS (Traffic Operations Program to Increase Capacity and Safety) plan does not propose just to make North 9th Street a one way street northbound from Main Street to Woodson Place but to create a one-way couplet of 9th and 8th Streets with 8th Street one-way southbound from Woodson Place to Washington Avenue.

Your "money" question is most crucial since we do not have the funds for any of the four proposed projects to improve traffic flow capacity and safety in the Cottage Grove Urban Area. The 8th-9th couplet [illegible] street carries [illegible] North 9th [illegible] with a peak [illegible] of the street's [illegible] of course, [illegible] capacity and safety [illegible] we just have $18,000 of funds left under the TOPICS Program - we have asked the Oregon State Highway Division to study the alternatives to solving the North 9th Street traffic capacity problem (including the 8th-9th Streets one-way couplet) toward the joint financing of a City/State cooperative project to construct the improvements needed during the 1970's.

[illegible] 9th Street to [illegible] sides of that street [illegible] the left turn [illegible] is, a two way street [illegible] couplet. Left [illegible] loss of efficiency [illegible]

The 540 hourly average car traffic count at the Main and 8th Street intersection was hard to relate to the problem. The problem we see is the affect of the one-way couplet on the properties along the new roadway be it either 8th Street southbound or 10th Street northbound. Please study the enclosed TOPICS Plan exhibi[illegible] see what we mean. The [illegible] traffic flow. The [illegible] nection at the north [illegible] siness district; its [illegible] n Avenue and its [illegible] a 9th-10th Street [illegible] nd traffic at 9th & Main [illegible] etz CPO properties); avoid the need for a traffic signal at 8th and Main;

elimination [illegible] Avenue left turn movement with its traffic congesting [illegible] and Gibbs Avenue; and the less than right [illegible] h Pacific Highway. Widening [illegible] traffic flow benefits since the [illegible] of traffic as is carried north of [illegible] n Place and on South Pacific Highway. Eliminating parking and/or widening to four 11 foot lanes would therefore only be a short range or stop gap solution to the problem. Neither this or the 9th-10th couplet would eliminate or reduce traffic through Cottage Grove's most hazardous intersection - namely 9th and Main Street (7 accidents in 1970 and 14 in 1971). Most of these accidents were left turn accidents that would be eliminated by the 8th-9th couplet proposal. It is possible that the 8th-9th couplet would produce as many accidents at other intersections as it reduces at 9th and Main but the traffic engineers say it shouldn't.

Thanks for your interest in Cottage Grove's traffic problems and for giving me an opportunity to put the problem in perspective before our TOPICS public hearing January 30th. Please feel free to contact me if you have further questions after you study the enclosed TOPICS Plan for the Cottage Grove area.

Sincerely yours,

Frank

Frank C. Carlton

Gordon Wyatt

Copy to Schroeder, George, Versteeg
for info purpose

STATE HIGHWAY COMMISSION

H.S. Copy

18/47

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 11, 1973

SUBJECT: Meeting Regarding Traffic Condition
Goshen-Divide Highway-Cottage Grove
Woodson Place - Main Street Section
ORE99 - Highway No. 226

To: ~~MEMO TO FILE~~

At the request of the City of Cottage Grove, a meeting [illegible] in the City Hall January 9, 1973, to explore the methods to ove[illegible] a capacity deficiency at the subject location, which was shown [illegible] the recently completed areawide TOPICS study. Mr. Frank Carlton, City Manager, Mr. Sinclair, City Engineer, Mr. Don Harwell, City-County Section, Mr. Gordon Wyatt, Consulting Engineer, Mr. Versteeg and the writer attended.

The TOPICS report suggested an 8-9th Streets one-way coupl[illegible] to be constructed in 3 phases. At the meeting, a 9-10th c[illegible] discussed as was the widening of the [illegible] to four lanes.

It was thought th[illegible] ruction, would have to be built [illegible] Chadwick Lane connection using two 90° intersections would not [illegible] practical. Also, the use of two 11 foot lanes, plus 8 foot parking on one side, was discouraged. This package was estimated to cost $200,000.00.

The problem is that the City has only a $14,000.00 a y[illegible] TOPICS ← NOT TRUE Actual amount is $9,000 B total commitment (Federal, State and City [illegible]). [illegible] sid-ering therefore, a bond issue or other [illegible] share of some improvement to this problem.

A 9-10th couplet was discu[illegible] excess of $500,000.00. Widening of 9th was thought to [illegible]ive by the City due to right of way costs.

It was indicated that a study to determine the Best plan might cost $20,000.00 to $25,000.00.

[illegible]VED
[illegible]Y SECTION
[illegible]1973
[illegible] ✓ OE ☒ AE ☑ UE
☐ UPE ☑ CE ☒ RE ☒ RPE ☐

MEMO TO FILE -2- January 11, 197[illegible]

Mr. Harwell stated that many other projects were [illegible] for cooperative City-State projects. He asked what [illegible] in mind. They of course said 25% City, 75% State. Harwell thought that 50-50 would gain more attention.

A frank statement was made by the writer stating that the accident experience quoted at 9th and Main, the 9,000 ADT on 9th and the overall problem, was not as critical as many other locations in the State on our system. The implication was that there was a problem, but a "crash" program might not be in order, giving some leeway for planning and study.

It was the understanding that the City would consider the [illegible] of support for a bond issue, the merits of further study, etc., [illegible] the City Council and make a formal request for a cooperative project, spelling out their possible commitment.

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L. CLARK
Region Traffic Engineer

GLC/jw

cc L. E. George
H. S. Cox
William Annorn

Klaboe/Schroeder
For your info
Vm H.

APPROVED
By J. H. Versteeg
J. H. VERSTEEG
Region Engineer

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FOR FILING

December 4, 1972

Mr. Frank C. Carlton
City Manager
City Hall
Cottage Grove, Oregon 97424

Dear Mr. Carlton:

Recently you requested consideration of our undertaking a joint venture with your City to construct a one-way couplet utilizing 8th and 9th Streets.

Previous correspondence and discussion had been related to a 9th and 10th Street couplet and, for that reason, additional study would have to be made to determine the feasibility and justification for the 8th-9th proposal.

[illegible] State has a number of projects similar to yours on a priority listing based on approvals, agreements, available monies, right-of-way acquisition, etc. If you desire, we will consider your couplet with respect to this listing.

Perhaps a meeting could be arranged with you and your consultant to determine what the most desirable and feasible approach can be had within the financial capabilities of both City and State. You should understand our position as all entities of local government must be recognized.

[illegible]

Very truly yours,

F. B. Klaboe
Deputy State Highway Engineer

[illegible]
R. L. Schroeder
J. H. Versteeg
L. E. George
H. S. Cox

FORM E-30 (REV. 10-69)

Klaboe
JK

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
November 24, 1972

SUBJECT: Coop. Construction Project
One-way Couplet
Goshen-Divide Hwy. #226 (ORE 99)
City of Cottage Grove

To Mr. E. S. Hunter
Assistant State Highway Engineer

BUILDING

Per your request herewith is a suggested reply to Mr. Frank Carlton, City Manager of Cottage Grove, relative to his letter of November 7 regarding a one-way couplet proposal in that city.

Copies of previous correspondence is also attached for your review and consideration as to State's intent and purpose of this matter.

The matter of establishing a one-way couplet [illegible] back to 1964-1965 at which time a [illegible] referred to City. Interm [illegible] September, 1971 and October, 1972, and again referred to City by Region 3, with all data relating to the use of a 9th/10th Street couplet.

Under date of November 7, Mr. Carlton's letter makes reference to a 8th/9th Street couplet, based on the "TOPICS" consultant's report.

This pattern, 8th/9th Street couplet, has considerable right-of-way acquisition and construction on the north end which i[illegible] non-[illegible] reflected in the estimate of $150,000 to $1[illegible]. Also, [illegible], as [illegible].

This matter has been discussed with Region 3. Perhaps a meeting with City, State, and Consultant is in order for a better understanding of what the needs and desires are in comparison to feasibility and justification, i.e., timing, monetary, approvals, etc.

H. S. Cox
County and City Engineer

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/ Coop Const

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

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November 7, 1972

OFFICE OF THE CITY MANAGER

Fred B. Klaboe
Deputy Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

This is to request that the State of Oregon join with the City of Cottage Grove in a cooperative project to reroute the southbound traffic on the Goshen Divide Highway No. 226 (FAS673) from Woodson Place to the end of North 8th Street in Cottage Grove in order to create a one way couplet ~~between~~ North 8th and North 9th Streets to relieve the State Highway congestion through Cottage Grove where it presently exceeds service volumes between Gibbs Avenue and Main Street. This project would involve the whole one way couplet from Woodson Place to South Pacific Highway where South 8th Street intersects and would cost $150,000-$170,000 as per our TOPICS consultant's estimates.

Some $137,600 of this project was included in our consultant's TOPICS Plan as Project #1 but the funding is far in excess of what we expect to receive from TOPICS and double the City/Federal six year project funding total. For this reason we are requesting that this project be financed as a City/State Cooperative project rather than a City/State/Federal TOPICS project. If we were to wait for TOPICS funding to finance this vital traffic congestion relief project we would be inundated with cars and complaints on 9th Street as well as left turning movement accidents at each of the four intersections along the present two lane State highway before completion.

Please let me know if the State would be willing to cooperate on such a project, what fiscal year it could be scheduled in and what cost split we could anticipate. We would hope the State could do the engineering and right-of-way work for the project since it is a State Highway. Once the cost estimates are in we would have the hard decision of whether to fund our share of the cost from gas tax subvention revenues; our six year street serial levy; or a new bond issue levy.

Sincerely yours,

Fran [illegible] Carlton

EIVED
V 9 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

H.S. Cox

OREGON STATE
HIGHWAY DIVISION
REGION 3 - P. O. Box 1128, Roseburg, Oregon 97470 - 672-6541, Ext. 241

October 20, 1972

Mr. Frank C. Carlton
City Manager
City Hall
Cottage Grove, Oregon 97424

Re: TOPICS Projects
Cottage Grove
Lane County

11/6/72
Unrein says won't be under TOPS

Dear Mr. Carlton:

Pursuant to your request for estimate costs on certain TOPICS Projects, I submit the following data which is old data with updated costs.

To revise the present channelization at the intersection of the Cottage Grove Connection and the Goshen-Divide Highway will cost $30,000 as follows:

Grade and Pave	$30,000
Right of Way	---
Est. Const. Cost	$30,000

From North 10th Street [illegible] considered utilizing North 9th Street (present Goshen-Divide Highway) for southbound traffic and North 10th Street for northbound traffic. Estimated cost for this proposal is $500,000 as follows:

	NORTH 9TH ST.	NORTH 10TH ST.
Grade and Pave	115,000	220,000
Right of Way	---	165,000
Est. Const. Cost	115,000 (0.4 Mi.)	385,000 (0.5 Mi.)

[illegible] way width prevalent on both 9th and 10th Streets, it is not possible to develop a street width greater than [illegible] feet due to the fact that adjacent culture is built up right to the right of way line; purchase of additional right of way would be prohibitive in view of extensive damages that could result. The existing pavement (on a nominal 30 foot width) would be utilized on 9th Street; on 10th Street, it would not be utilized.

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It would not be practical to develop a couplet pattern utilizing Lane Street northbound and the existing facility southbound in view of the awkward position of Lane Street with respect to the channelization at the Cottage Grove Connection. If this type of pattern were desired, it would cost about $550,000 for developing the complete couplet utilizing Lane and Geer Streets.

Very truly yours,

J H Versteeg
JAMES H. VERSTEEG
Region Engineer

GLC:cc
cc: L. E. George
H. S. Cox
Bill Anhorn

ALL AMERICA CITY

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

October 2, 1972

OFFICE OF THE CITY MANAGER

Mr. Glen Clark, Traffic Engineer
Oregon State Highway Division, Region III
P.O. Box 1128
Roseburg, Oregon 97470

NOTED
G. L. C.
10/6/72

Dear Glen:

In reviewing our TOPICS Plan at a City Council/Planning Commission work session with many of the affected property owners present and vocally participating. Understandably, the discussion and questions concentrated on the North 8th and 9th Street one-way couplet. **Several of the questions raised are ones only your office can answer as follows:**

(1) What is the latest estimate for right of way and construction costs to widen North 9th Street from two to four lanes from Main Street to Woodson Place?

(2) What is the latest estimate of the costs for right of way and construction of a North 9th and 10th one way couplet?

(3) Have any cost estimates been done of the costs of right-of-way and construction of a one way couplet between North 9th (south bound) and North Lane Street (north bound)?

Would it be possible for you to get us the answers to these questions in writing before the Planning Commission meeting on Wednesday, October 18, 1972. If you or an O.S.H.D. representative could attend this meeting we would appreciate it and you might see an interesting show of public response.

Sincerely yours,

Frank C. Carlton
City Manager

FCC:gm

cc: Mayor Jim Shirley
City Engineer Roger Sinclair
Traffic Consultant Gordon Wyatt
[illegible]

Mr. [illegible] L. Rice
City Manager
City Hall
Cottage Grove, Oregon

NOTED

Subject: Highway Improvement
Goshen-Divide Highway
City of Cottage Grove

Dear Mr. Rice:

Following are estimates and proposals for improvement of subject highway as requested in the meeting in this office on Tuesday, July 13, 1965. These proposals were given the Mayor for study on February 18, 1965. I believe that the Mayor can bring you up to date as to previous matters relative to this subject. Enclosed is a map showing the various proposals colored in different colors.

Estimated construction cost $20,000

2. To four-lane the existing Goshen-Divide Highway from the above intersection to North 10th Street as shown colored in green will cost $85,000 as follows:

[illegible] street would be constructed with the [illegible] feet of existing pavement being utilized. This would call for an additional 10 feet of right of way to accommodate this proposal.

3. To provide couplet scheme utilizing North 9th Street (Southbound) and North 10th Street (Northbound) between Main Street and Pennoyer Avenue as shown colored in orange will cost $295,000 as follows:

	North 9th	North 10th Street
Grade and pave	$65,000	$130,000
Right of way	--	100,000
Estimated construction cost	$65,000	$230,000

Through this area, a 38-foot curbed street would be constructed with the existing 30-foot pavement being utilized on 9th Street; on 10th Street it would not be utilized. This would call for additional right of way to extend North 10th Street between Main Street and Gibbs Avenue.

4. To provide one-way traffic northbound via Lane Street, as shown in violet, for the Creswell-bound traffic leaving the existing facility to carry two-way traffic will cost $270,000 as follows:

Grade and pave	$150,000
Right of way	120,000
Estimated construction cost	$270,000

[illegible] lanes
[illegible] of way
[illegible] st.

H. S. Cox
County and City Engineer

by

RU:eb
Encl.

FORM E-80 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1964

See NOTE - 1971 Update

SUBJECT: Highway Improvement
City of Cottage Grove
Goshen-Divide Highway

To: Mr. F. D. Morgan
Construction Engineer
BUILDING

ATTENTION: Mr. D. J. Barbee

Following are estimates for improvement of the Goshen-Divide Highway from the Cottage Grove connection (to FAI-5) to Main Street in downtown Cottage Grove.

1. Revising the present channelization at the intersection of the Cottage Grove connection and the Goshen-Divide Highway will cost $20,000 30,000 as follows:

Grave and Pave	$20,000	
Right of Way	- - -	
Est. Const. Cost	$20,000	[illegible],000

This proposed revision will, in effect, introduce a four-lane pattern through the intersection which should provide adequate storage for Creswell-bound traffic.

2. To four-lane the existing facility from Chamberlain Avenue (just south of the Cottage Grove connection) to North 10th Street will cost $85,000 as follows:

Grade and Pave	$80,000	
Right of Way	5,000	[illegible]00
Est. Const. Cost	**$85,000**	— $125,000

9-28-71 = NOTE
Update cost 40-50%
1964 per Recon. Sect.
DmH.

[illegible]0% raise
[illegible] 72

Through this area, a 68-foot street is used with the 20 feet of existing pavement being utilized. Properties through this area are not situated too closely to the right of way and the 10 feet of additional right of way needed to accommodate this proposal would not seriously affect these properties.

3. **From North 10th Street to Main Street a couplet scheme is considered utilizing North 9th Street (present Goshen-Divide Highway) for southbound traffic and North 10th Street for northbound traffic. Estimated cost for this proposal is ~~$295,000~~ as follows:** 18[illegible]

$450,000±

	North 9th Street	North 10th Street
Grade & Pave	$65,000	$130,000 ~~195,000~~ 165,000
Right of Way	- - -	100,000 ~~150,000~~
Est. Const. Cost	~~$65,000~~ (0.4 mi.) 115 ~~125,000~~	~~$230,000~~ (0.5 mi.) = $450,000± 345,000 295,000

Because of the inadequate right of way width prevalent on both 9th and 10th Streets, it is not possible to develop a street width greater than 38 feet due to the fact that adjacent culture is built up to the right of way line; purchase of additional right of way would be prohibitive in view of extensive damages that could result. The existing pavement (on a nominal 30-foot width) would be utilized on 9th Street; on 10th Street, it would not be utilized.

$575,000 Total estimated cost for the complete improvement would amount to ~~$400,000~~ for about a mile of construction which will result in a four-lane facility between the Cottage Grove connection and Main Street.

From Mr. R. M. Allison's letter of November 9, 1964, to Mr. L. P. Shaw, it appears that a major problem regarding traffic flow through the area lies in the braided-type channelization at the confluence of the Cottage Grove connection and the Goshen-Divide Highway where not enough storage room is available for Creswell-bound traffic. The cost for alleviating just this problem alone was cited under (1) above. Another rather unique method, as suggested in the letter, is to provide one-way traffi northbound via Lane Street for the Creswell-bound traffic leaving the existing facility to carry two-way traffic; the freeway-bound and all in-bound; it is thought that removal of the Creswell-bound traffic from the existing facility would partially relieve the congestion now prevalent through the area - theoretically making the improvement of the existing facility not necessary -- at least not in the immediate future. Estimated cost for improvement of Lane Street is ~~$270,000~~ $400,000 as follows which would involve the introduction of two 12-foot lanes and 8-foot shoulders.

Grade and Pave	$150,000
Right of Way	120,000
Est. Const. Cost	~~$270,000~~ (0.9 mile) $400,000

It would not be practical to develop a couplet pattern utilizing Lane Street northbound and the existing facility southbound in view of the awkward position of Lane Street with respect to the channelization at the Cottage Grove connection. If this type of pattern were desired, it would cost about ~~$380,000~~ for developing the complete couplet utilizing Lane and Geer Streets. $550,000

A small scale map (1"=800') is attached.

W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp:bjm
Attachment

240 Dec. 1964

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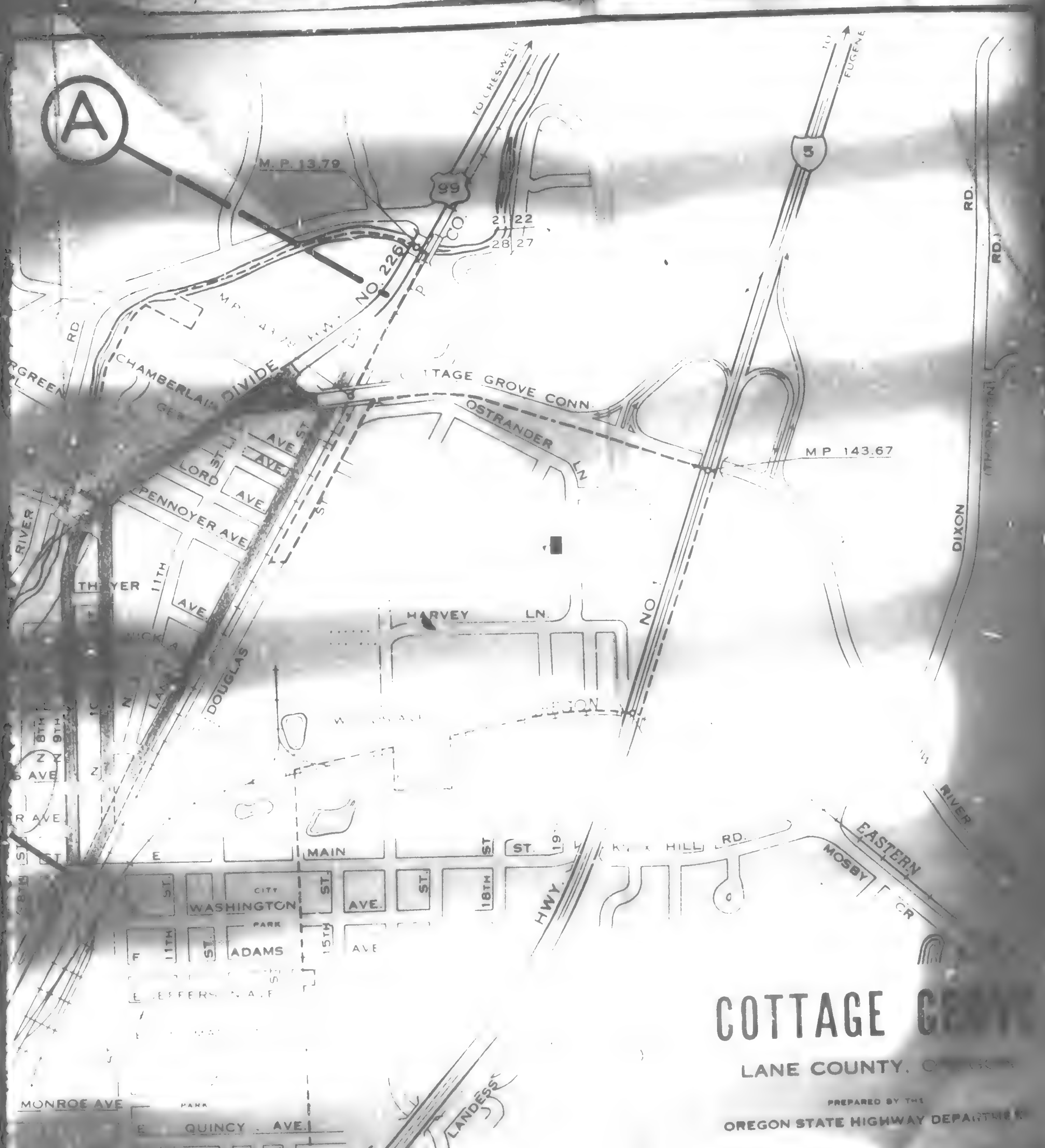
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LORD AVE.
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RIVER RD.
DIXON RD.
HARVEY LN.
DOUGLAS ST.
MAIN ST.
WASHINGTON AVE.
ADAMS AVE
MONROE AVE
QUINCY AVE.
JACKSON AVE
18TH ST.
15TH ST.
11TH ST.
HWY.
EASTERN
MOSBY CR
RIVER
PACIFIC
LANDESS
COTTAGE GROVE
LANE COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
Population 4,389
Scale in Feet
400 800
July 1964

October [illegible], 1972 673:001

SUPPLEMENTAL REPORT
FOR THE
AREAWIDE TOPICS PLAN
FOR THE
COTTAGE GROVE URBAN AREA

The Areawide TOPICS Plan has been developed and prepared in accordance with the guidelines and requirements established by the U.S. Department of Transportation, the Federal Highway Administration, Policy and Procedure Memorandum 21-18, May 13, 1971, and by the Oregon State Highway Division. One of the requirements of TOPICS is the investigation and analysis of the existing arterial street system (includes collectors or minor arterials) to determine those areas where "capacity" deficiencies exist and where the high accident locations are. Once determined, the TOPICS Plan is supposed to provide solutions which do not generally require major new rights-of-way, major new construction, or reconstruction. This is what we have prepared and what has been presented in the "final draft" report.

The TOPICS Plan is not a "hard-and-fast" plan but it is intended as a preliminary engineering program or guideline that outlines the possible and we think some of the most probable and economic solutions, to the existing traffic operations and safety or such problems as can be anticipated in the short-range time frame of about five years. Neither the City Council nor the State Highway Commission is committed to the specific recommendations as presented in this plan. Prior to the implementation of any recommendation, an environmental impact statement will be required, (this requires more thorough and detailed investigation of all alternatives) and detailed plans must be prepared.

We have deliberately avoided establishing specific project priorities because of the funding problem; however, we have pointed out those areas where the worst traffic operations and safety problems exist and we have provided solutions which could be implemented at one time [illegible] appropriate to the City's fiscal programming requirements. Even though the present TOPICS Program funding is inadequate to accomplish the recommended improvements, nearly all of the proposed projects could be accomplished under other City-State funding programs (further discussion of these other funding programs will be included later in this report). Also, the proposed new Federal Highway Legislation (which must be one of the early considerations of the new Congress when it convenes in January) contains a section which will provide assistance to the cities in the 5,000-50,000 population ranges. It appears that there is a good chance that the smaller cities may actually have a better funding program than the one presently provided under TOPICS.

One of the most important aspects of the TOPICS Plan is the designation of the Federal-Aid Primary Type II System. This system of local arterial streets will, I am sure, become the System that will be eligible for Federal and State assistance under the new "Small urban" Program. The pressure to provide more assistance to the urban areas will continue to increase. Your TOPICS Plan will provide the eligibility for Cottage Grove's participation in these programs whether they are specifically called "TOPICS" or by some other name.

As you know, we did attempt to get staff in-put on administrative, engineering and planning matters at various stages during the study. We did not specifically request in-put from, nor did we interview, the Lane Council of Government's staff; however, early in the study I did have contact with L-COG relating to TOPICS and when the "final draft" was ready for distribution, I contacted Mr. Rice who asked that a copy be forwarded to Mr. Buford. A copy was furnished to that office on September 8, 1972, (I personally delivered it to the L-COG office). Additionally, I was in contact with Lane County (specifically Mr. Jerry Attig and Mr. Al Driver) at various stages during the study and a "final draft" copy of the plan was personally delivered to Mr. Driver on September 8, 1972.

We have pointed out those locations in the Cottage Grove Urban Area where existing street capacities are deficient or the traffic accident experience (frequency as well as hazard and severity) is the highest. Specifically North Ninth Street between Main and Gibbs has an existing capacity deficiency. The section of North Ninth between Gibbs and Woodson Place is approaching a deficient capacity but presently operates reasonably well even with traffic volumes ranging between 8,000 and 11,000 vehicles per day. About 95% of the capacity deficiency south of Gibbs can be directly related to the operational problems at the intersection of Ninth Street with Main Street. These operational problems result from (1) the high volume of traffic; (2) intersection volume turning movements; (3) the present traffic signal operations; and (4) the physical geometrics of the intersection. All of these conditions also contribute to making this the most hazardous intersection in the area. A normal, annual increase in traffic volumes of about 4-5% per year (the average urban traffic growth in Oregon is 7-8% annually) will only continue to compound an already serious problem. Other high accident locations were found to be at the intersection of South Fifth and Sixth Streets with Oregon 99 (Goshen-Divide Highway No. 226) and at the intersection of River Road with West Main Street. The question then becomes, "What are the most expeditious and financially feasible solutions to these problems so that traffic operations can be improved and traffic accidents reduced?

At this point, I want to address my remarks to the proposed new Gateway Boulevard which will have its northerly terminus with the Cottage Grove Connector at the existing intersection with the Interstate Highway, I-5, southbound-off-ramp and on-ramp and will connect with East Main Street at the existing intersection of Eighteenth Street. Even though Gateway Boulevard does not presently exist, we did give consideration to it and the effects it would have on traffic and we did include it in the final recommended network. The proposed new Gateway Boulevard was considered as a possible alternative for relieving traffic on North Ninth Street. As we understand, Gateway Boulevard is eventually to be constructed with the 48-foot width for the northerly 800 feet or so and then reduced to a 42 or 44-foot roadway width for the balance southerly to Main Street; however, it will not be built this way when open to traffic (proposed to be in 1973) because of the right-of-way problems which have not been resolved. The improvements scheduled for these sections will only provide a 24-foot roadway without curbs on an interim basis.

Consider if you will, a motorist traveling from I-5 to downtown Cottage Grove. The Transportation Planning Study conducted by the Oregon State Highway Division in 1971 indicated that a large number of the external vehicle trips either had origin or destination in the Cottage Grove CBD area. If these motorists travel by the proposed new Gateway Boulevard, they will have at least three stops and three at-grade railroad crossings to make. Following the present route via North Ninth Street, they will have only one stop and no at-grade railroad crossings.

This latter condition would also prevail with the proposed Eighth-Ninth one-way couplet. While both of the above described routes have essentially the same length (1.2 miles), the travel time would be greater for the Gateway route due to the added stops and delays and when trains were on the crossings, these delays would increase substantially. The less efficient operation of the Gateway route will also increase the number of pollutants admitted into the air from vehicles operating in the less efficient manner. The safety of the proposed Gateway route will also be substantially less than the existing North Ninth route because of the added intersection conflicts at the Cottage Grove connector and at East Main Street, the curvilinear alignment which will have a safe speed of 25-30 miles per hour, and the three at-grade railroad crossings.

Without question, the proposed new Gateway Boulevard would attract some traffic to it and away from North Ninth. How much traffic it will get remains to be seen, but when present traffic volumes and movements are considered it can be estimated within reason. Utilizing the common traffic predictive techniques, it can be estimated that Gateway Boulevard will carry less than 1500 vehicles per day during the first year it is open to traffic. Not all of this traffic will come from North Ninth. Of these 1500 vehicles, those motorists traveling to or from the CBD area will still be required to pass through the intersection of Ninth Street with Main Street, the major problem area. The traffic on Gateway will gradually increase but most of the increase will come from development of the presently zoned commercial properties near the northerly end and other properties adjacent thereto. Eventually the City will be faced with an expenditure of $50,000 or more for reconstructing the intersection of the Cottage Grove Connector with Gateway Boulevard and installing traffic signal control. By the City's agreement with the Oregon Highway Division (Resolution Number 310, October 11, 1971), these costs will be a 100% obligation of the City.

What I am saying is this. In our judgement, we do not think that the proposed Gateway Boulevard is an adequate alternative for solving the existing or future traffic and safety problems at the intersection of Ninth Street with Main Street or the problems existing or anticipated along North Ninth Street. This is not saying that the Gateway Boulevard route will not serve a useful purpose or function but I have only tried to put it in proper perspective as a functioning arterial route. Other alternatives for solving the Ninth and Main and North Ninth problems are (1) the recommended Eighth-Ninth one-way couplet, (2) the previously proposed Ninth-Tenth one-way couplet, or (3) widening North Ninth to at least 44 feet in width. In the realm of more long-range planning, other alternatives might include the westerly extension of the Cottage Grove connector between Oregon 99 (Goshen-Divide Highway No. 226) and River Road and by appropriate traffic control, signing, etc., to direct traffic to River Road and a by-pass of the CBD area to the west or the completion of the half-diamond interchange at I-5 and South Sixth Street (London Road) such that this interchange would become the primary southerly Cottage Grove interchange in place of the present Divide interchange further to the south. This latter alternative would require major reconstruction of South Sixth Street and London Road by the City and Lane County. The long-range solutions are beyond the scope of the TOPICS Program but they were given due consideration in our deliberations and in the selection of recommended projects.

Why did we select the Eighth-Ninth one-way couplet as the recommended alternative? The Eighth-Ninth couplet will provide the greatest benefit at the least cost and with the least detrimental effects upon adjacent property. The Eighth-Ninth one-way couplet with the proposed extension of North Eighth from Chadwick to connect to North Ninth near Woodson Place (which can and will be included in the final TOPICS Plan, if so desired). The total estimated cost for this complete one-way couplet is approximately $150-170,000, including right-of-way. This cost would not provide any improvements to North Ninth Street between Main Street and Chadwick Street. In comparison, the Ninth-Tenth one-way couplet would cost in the range of $250-300,000 for rights-of-way and construction. This estimate would utilize Tenth Street in its present 30-foot width but would provide additional paving for required strength and it would provide the connection to the intersection of Ninth with Main Street. It would not provide any improvement for North Ninth Street. Before going to alternate three, I want to discuss the effects of the one-way couplets on existing adjacent land uses.

Both Eighth and Tenth Streets from a point approximately 200 feet north of Gibbs Street to the north are basically residential streets. Some 20 single family residences and one apartment house (northeast corner of Eighth and Gibbs) would be affected by the Eighth-Ninth one-way couplet including those required for right-of-way for the extension of Eighth north of Chadwick. Thirty-eight single family residences (nearly twice as many) would be affected along Tenth Street. From the the general appearance, it would seem that the residential properties along Eighth Street and in the area westerly of Eighth and northerly of the CBD are in more of a transitional state than those along Tenth Street. The argument that the area between Eighth and Ninth, or for that matter between Ninth and Tenth, would become a commercial island is without foundation. There is a much greater affinity for comercializing property abutting major two-way arterials than for a one-way couplet. There are a number of examples that can be cited to prove this which I will be happy to furnish in detail if necessary. As a further point of question, I would ask what effect might be anticipated upon the properties along Eighth or Tenth if Ninth Street were to become a strip commercial development? It would be as bad, or worse, than the one-way couplet and I can again cite some examples if needed.

Another major factor in the selection of the Eighth-Ninth one-way couplet was that Eighth Street already passes through the CBD area and, therefore, puts the CBD-bound motorist closer to his destination. Approximately one-half of the length of Eighth Street is presently zoned commercial. Also, in our discussions with the City we were told that some consideration was being given to a possible future connector between the intersection of Fifth and Gibbs and Ninth Street near Woodsen Place that would parallel the alignment of the river. It was our opinion that this proposed new facility would not produce the desired benefits for the motorist or for the City and the cost would be quite high and the damages to the property in the area would be excessive even though it would permit a possible strip park development along the easterly bank of the river. The proposed Eighth-Ninth one-way couplet and the Sixth-Seventh one-way couplet would provide for a distribution of traffic through the CBD area without the excessive cost or major property damages for new rights-of-way. The Ninth Street-Fifth Street connector could not be included as a TOPICS Project.

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As mentioned previously, the most urgent problem from both the traffic operations and safety points of view exists at the intersection of Ninth Street with Main Street. These problems cannot be materially improved by just reconstructing the intersection and the traffic signal control and still maintaining two-way traffic on all four approaches to the intersection. The traffic volumes on each approach, with the high percentage of right and left turning movements, indicates a need for exclusive turn lanes and signal phases. The existing right-of-way will not permit reconstruction of the approaches and new rights-of-way which would permit the construction of adequate approaches is not economically feasible. At least 80 feet of right-of-way would be required on the West Main and North Ninth approaches to the intersection in order to provide the separation of major turning movements. This means that the entire solution to the existing intersection problem depends upon doing something to the traffic signal. Installing new traffic signal equipment which is more responsive to traffic flows and adding additional signal phases might improve safety but the increased delay to motorists will off-set any major improvement in operations. In other words, the present traffic signal could be rebuilt at a cost of between $20,000 and $30,000 but little if any substantial improvement would result. To make any substantial improvement in the operations at this intersection requires that the number of vehicles and vehicular movement be reduced. A one-way couplet can and would accomplish both of these requirements.

Now to Alternate 3, the widening of North Ninth Street from Main Street to Woodson Place. The existing 50-foot right-of-way would permit the widening of the street to a 44-foot width with a 5-foot curbside walk along one side. To provide a 5-foot pedestrian sidewalk along both sides would require at least another 6 feet of right-of-way. From Main Street to a point approximately 200 feet north of Gibbs, this additional right-of-way taking should be from one side only (probably the easterly side) because of existing buildings and the damages that would occur by such a taking. If an adequate transition could be provided, it might be possible to take 3 feet of additional right-of-way from each side to the north of that point without materially effecting the residential properties along North Ninth. It is estimated that it would cost approximately $125-150,000 to reconstruct Ninth Street to a 44-foot width with sidewalks along both sides plus an indeterminant amount for the additional right-of-way (probably the right-of-way costs would be in the $75-100,000 range). It must be remembered that these physical improvements and the expenditures of approximately $250,000 would not materially improve the operations or safety at the intersection of Ninth Street and Main Street because it only encourages greater use and an increase in traffic. As stated before, the major improvement can only come by reducing the number of vehicles through that intersection. Also, additional widening and increased two-way traffic will make North Ninth Street less attractive for continued residential use and more attractive for strip commercial development.

We have not overlooked long-range transportation requirements in making these recommendations. The long-range planning for transportation must continue and be compatible with other areas of local planning. The proposed new facilities such as mentioned earlier will be necessary to distribute future traffic throughout the community.

A question was raised concerning the reasons for having 5-foot wide sidewalks. This width has generally been determined as the minimum width required for two people to meet or pass without causing one person to step aside and off of the sidewalk. Even though this may occur infrequently, it is still the desired minimum standard. When curbside sidewalks are required, it is desirable to increase the width to 6-8 feet depending upon the available right-of-way or topographic conditions. This extra width allows a greater separation between the pedestrian and the adjacent vehicular traffic.

We can and will add the extension of Eighth Street north of Chadwick to the TOPICS Plan, if this is the City's desire. The recommendation we made for using Chadwick would adequately handle traffic between Ninth and Eighth as a connector for the one-way couplet for some time. As a matter of fact, Chadwick Street could be utilized without additional right-of-way or improvement on an interim basis as a one lane one-way connector for the couplet until the northerly extension could be constructed. This would not be satisfactory for any long period of time and would eventually have a detrimental effect upon traffic operations and safety.

In establishing speed zones, the State Speed Control Board gives consideration to the roadway geometrics, traffic volumes, accidents, street-side culture and development, and to the travel speed of existing traffic. An 85 percentile speed (the speed below which 85% of the motorists are traveling) is used as one indicator of safe speed for a particular speed. This assumes that 85% of the drivers are driving prudently and within the basic rule law requirements of the State of Oregon. Incidentally, the 85th percentile criteria is used almost universally in developing speed zoning. I am sure that the designated speed for Eighth Street would not change from the present 25 miles per hour and for the most part, motorists would observe these speeds. There are always a few motorists who knowingly and intentionally violate speed regulations. Many of the violators are found in residential areas and on local uncontrolled streets where enforcement may not be emphasized as much as along the arterial streets.

A check of the vehicle classification information along North Ninth Street indicates that about 2.5% of the traffic is classified as heavy trucks (this includes 2-axle trucks, semi-trucks and trucks and trailers). Only 41 trucks with more than 3 axles were in the traffic stream on North Ninth during the specific count period and this constituted less than one-half of one percent of the traffic. During the same 16-hour period, 66 trucks with more than 3 axles passed through the intersection of Ninth and Main Streets of which half were [illegible] through the [illegible] the north-south direction. These counts were [illegible] indicates is that the actual number or percentage of trucks that would utilize Eighth Street as the one-way southbound route is relatively insignificant and should cause little or no problem for traffic operations and safety and they should not seriously affect the safety of those residing along Eighth Street.

The traffic volumes on Eighth Street would increase by several times if and when the couplet is implemented. If implemented immediately, Eighth Street would carry some 4,000-5,000 vehicles per day as compared to about one-tenth of that volume now. Traffic on Ninth would also decrease by the same 4,000-5,000 vehicles per day figure. Eighth Street with its present 30 foot width could provide two 11-foot traffic lanes with parking permitted on the westerly side and it could comfortably and safely handle between 7,000-8,000 vehicles per day. Eleven foot wide traffic lanes are considered as adequate width for urban traffic conditions and cars or trucks have no problem in passing in lanes of those widths. If traffic volumes would reach the level of 8,000 or more vehicles per day, the residents would find considerable difficulty in getting in and out of their driveways, excessive noise, and annoyance with the traffic conditions. Hopefully, the traffic changes and new facilities would be provided so the traffic volumes on the Eighth-Ninth one-way couplet could be kept below the 6,000-7,000 vehicles per day level.

Another suggestion related to dividing North Ninth Street into three lanes of which the center lane would be utilized as a two-way left-turn lane. With the exception of the intersections of Whiteaker and Gibbs Streets, all left turns are single vehicle turning movements to private driveways and these movements cause little, if any, delay to the through traffic. Traffic volumes indicate that the right or left turns from North Ninth Street to either Whiteaker or Gibbs accounts for less than 5% of the total traffic volume and, therefore, cause only minor delays to the through traffic at those points. The primary problem again relates back to the intersection of North Ninth Street with Main Street. This intersection has in excess of 15,000 vehicles per day passing through it from all directions. The one-way couplet would reduce this to around 10,000 vehicles per day and it would provide an additional lane which in turn would permit efficient use of the signal timing.

Now to the question regarding financing and what happens if the TOPICS Program is no longer funded. The Eighth-Ninth one-way couplet, including the reconstruction of the traffic signal at Ninth and Main Street and a new signal at Eighth and Main Street, the extension of Eighth to the north of Chadwick, the proposed revisions to Oregon 99 (Goshen-Divide Highway No. 226) south of Main Street, and the signalization of Sixth and Main could all be implemented as funds are available under other State-City programs presently available. By an Oregon Highway Division policy, approved in September 1971, cities in the 5,000-10,000 population range are eligible for a 75% State - 25% City participation for traffic signal installation. When the City exceeds 10,000 population, the installation costs are borne equally by both agencies. The other improvements would be negotiable between the City and the State, but quite probably the costs would be shared equally by both agencies. Hopefully, it will be possible to get assistance through Lane County for installation of the railroad crossing protection for the two major at-grade crossings on East Main and on South Sixth Street. Also, as mentioned earlier, I firmly believe that the new Federal Highway Legislation will provide more not less assistance to the urban areas. In accordance with the practice of Congress, they usually require that a need be shown before appropriations are made or increased and this is one of the principal objectives of the TOPICS Programs

5% State
25% City

All questions have been answered except the one relating to having Sixth and Seventh Streets included as a one-way couplet from 6th to Oregon 99 (Goshen Divide Highway No. 226). These streets are generally [illegible] the 35 [illegible] to [illegible] width classification with some parking permitted on one or both sides depending upon the width. Sixth and Seventh Streets, like Eighth and Fifth, intersect Oregon 99 (Goshen-Divide Highway No. 226) at extremely skewed angles. These intersections presently have little definition for the traffic movements and traffic control and extreme hazards exist at most of these intersections. The intersection of Fifth and Sixth Streets have experienced a relatively high frequency of accidents and both show up in the four worst intersections in the Hazard and Severity Index listings. The oblique angle of the intersection at Sixth Street creates a crossing in excess of 150 feet for vehicles traveling north or south on Sixth Street. Other geometrics relating to the existing conditions also create extreme hazards to the motoring public. The primary reasons for the Sixth-Seventh one-way couplet recommendation are to reduce the conflicts at these major intersections and to make safer and more efficient use of the existing street facilities. The proposed one-way couplet should have little or no effect upon existing land uses and zoning along either of the streets.

Community planning should consider the general safety and welfare of all citizens. This includes their movement about the community. Wise transportation and traffic planning must therefore be an important part of the whole planning process. It must make prudent use of the existing street facilities and protect the investment in these public facilities just as much as it must protect the value and the uses of private properties through wise land use planning.

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Const.

February 11, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Attached are three copies of the report entitled "1970 Origin-Destination Study for Cottage Grove, Oregon - Preliminary Report Factual Data". This is in conformance with your request of January 7, 1972.

library 12.

Very truly yours,

George M. Baldwin
Administrator of Highways

. L. Schroeder
Assistant State Highway Engineer

MB:ap jf
Attachments

bc: Tom Edwards
F. B. Klaboe
Robert E. Poyer

#18 9031

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ALL AMERICA CITY

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

June 2, 1971

OFFICE OF THE CITY MANAGER

Mr. R.L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: H.S. COX, COUNTY & CITY ENGINEER

Dear Mr. Porter:

This is in reply to your letter of May 14, 1971, with regards to the widening and improvement of U.S. 99, Goshen-Divide Highway from Woodson Place to Main Street in Cottage Grove as a cooperative project.

The City of Cottage Grove is most definitely interested in having preliminary design studies done for this project and having this project placed on a priority list along with similar projects pending the availability of funds and subject to the required public hearings, agreements, approvals, right-of-way acquisition, etc. While we presently feal that widening of the existing route alignment would be the most feasible approach, we are willing to consider the possibility of a one way couplet either to the east (North Lane Street) or the west (either 8th or 6th Streets).

We too have money problems financing our share of [illegible] considered [illegible] ment General Obligation Bonds but are in the proces [illegible] ase for Program to earmark the proposed new City-Count [illegible] by the OSHD improvement of arterial street [illegible] following their origin and destination surv [illegible]

If a conference is necessary to discuss the scheduling of route studies for this improvement I would be glad to meet with you in Salem or Cottage Grove at your convenience.

Sincerely yours,

FCC:GM

cc: Mayor James Shirley
City Engineer Sinclair
O.S.H.D. Roseburg, C.T. Keasey

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bc: R. L. Porter
Tom Edwards
F. B. Klaboe
F. L. Hall

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 14, 1971

Mr. Frank [illegible]. Carlton
City Manager
City Hall
Cottage Grove, Oregon 97424

Dear Frank,

On February 24, 1971, you were in this office for discussion of various items pertaining to highway matters in the Cottage Grove vicinity, one of which consisted of a proposal to enter into a cooperative venture between City and State to improve the section of US 99, the Goshen-Divide Highway, between Main Street and [illegible] Place, from an existing two-lane highway to a four-lane or one-way couplet, to be compatible with adjacent sections on this facility.

On March 2, by letter to Mr. C. T. Keasey, Region 3 Engineer, you reiterated our conversation of February 24, and on April 8, Mr. Keasey and District Engineer Dale Allen met with you and Mr. Roger Sinclair to discuss this matter regarding costs, right-of-way, construction, etc.

The State would be willing to meet with the City and determine the particulars regarding this type of project, with the understanding that State money would not be available for some time.

There are currently a number of cit[illegible] sed a desire to enter into this type of [illegible] o all in this regard.

If, based on [illegible] cure project and take their place on a l[illegible] of similar [illegible], dependent on available funds, necessary hearings, agreements, approvals, right-of-way acquisition, etc., we would be pleased to discuss these arrangements with you.

We thank you for your interest and expression of monetary cooperation, but are unable to say when any actual construction could take place, based on the foregoing.

By

H. S. Cox
County and City Engineer

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R. L. PORTER
ENGINEER

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cc [illegible]

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Cont

Salem, Oregon 97310
April 30, 1971

Mr. H. S. Cox
Cottage Grove County-City Engineer
BUILDING

Reference is made to C. T. Keasey's recent letter to you concerning improvement of the Goshen-Divide Highway in the city of Cottage Grove.

We are willing to enter into a cooperative agreement with the City for the institution of a 9th-10th Street couplet. If the City desires to enter into such an agreement with us at this time, they will be placed on our list of things to be done when we have sufficient funds to provide our share.

Please tak[illegible] outcome.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: F. L. Wall

Cottage Grove

#18

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 12, 1971

SUBJECT: Goshen-Divide Highway
City of Cottage Grove

To: Mr. H. S. Cox
County and City Engineer
SALEM

Attention Don Harwell

Reference is made to your file memo of February 24, 1971 regarding a visit from Frank Carlton, City Manager of Cottage Grove, and especially his request for improvement of the section from Main Street northerly to Woodson Place from 2-lane to 4-lane.

On Thursday, April 8, Dale Allen and I met with Mr. Carlton and City Engineer Roger Sinclair to discuss this, among several other subjects.

We have only a 50 foot right of way with sidewalks on both sides in some areas on this 0.45 mile city street section. This limited width precludes any widening to 4 lane by State forces within the existing right of way such as we did on the section immediately to the north last year, and since there are commercial buildings right up to the right of way near the south end, any acquisition of additional width would be quite expensive.

I advised Mr. Carlton that [illegible] circumstances, it would be necessary to try to program this section for a future construction project and that it would be, at the very least, 5 years and probably longer before it could be scheduled for construction. Mr. Carlton, I believe, expected this and was not too disappointed. However, he did request that this section be placed on our construction program and also that we consider relocating on an alignment paralleling and adjacent to the railroad from Main Street northerly to the Cottage Grove connector. I advised him that this would be considered.

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The 1970 ADT on this section was 7,600-7,800 and would certainly warrant 4-lane construction. I recommend that this section be considered for future programming for construction some 5-7 years hence, and that some preliminary studies be started in regard to possible realignment as suggested by Mr. Carlton, or selection of one side or the other of the street for widening. This would eliminate the present condition of a very sub-standard two lane section in the middle of two 4-lane sections and would create a much safer facility.

C. T. KEASEY
Region Engineer

CTK/cw
cc F. B. Klaboe
F. B. Crandall
Dale Allen

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ALL AMERICA CITY

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

March 2, 1971

OFFICE OF THE CITY MANAGER

RECEIVED
COUNTY & CITY SECTION
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☑ ENGR. ☐ COOR. ☑ [illegible] ☑ [illegible] ☑ [illegible]
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Mr. C.T. Keasay
Region 3 Engineer
Oregon State Highway Division
Roseburg, Oregon 97470

Dear Carroll:

This is to request that the State Highway Division consider the widening of Pacific Highway North (#99) from Main Street to Woodson Place in Cottage Grove.

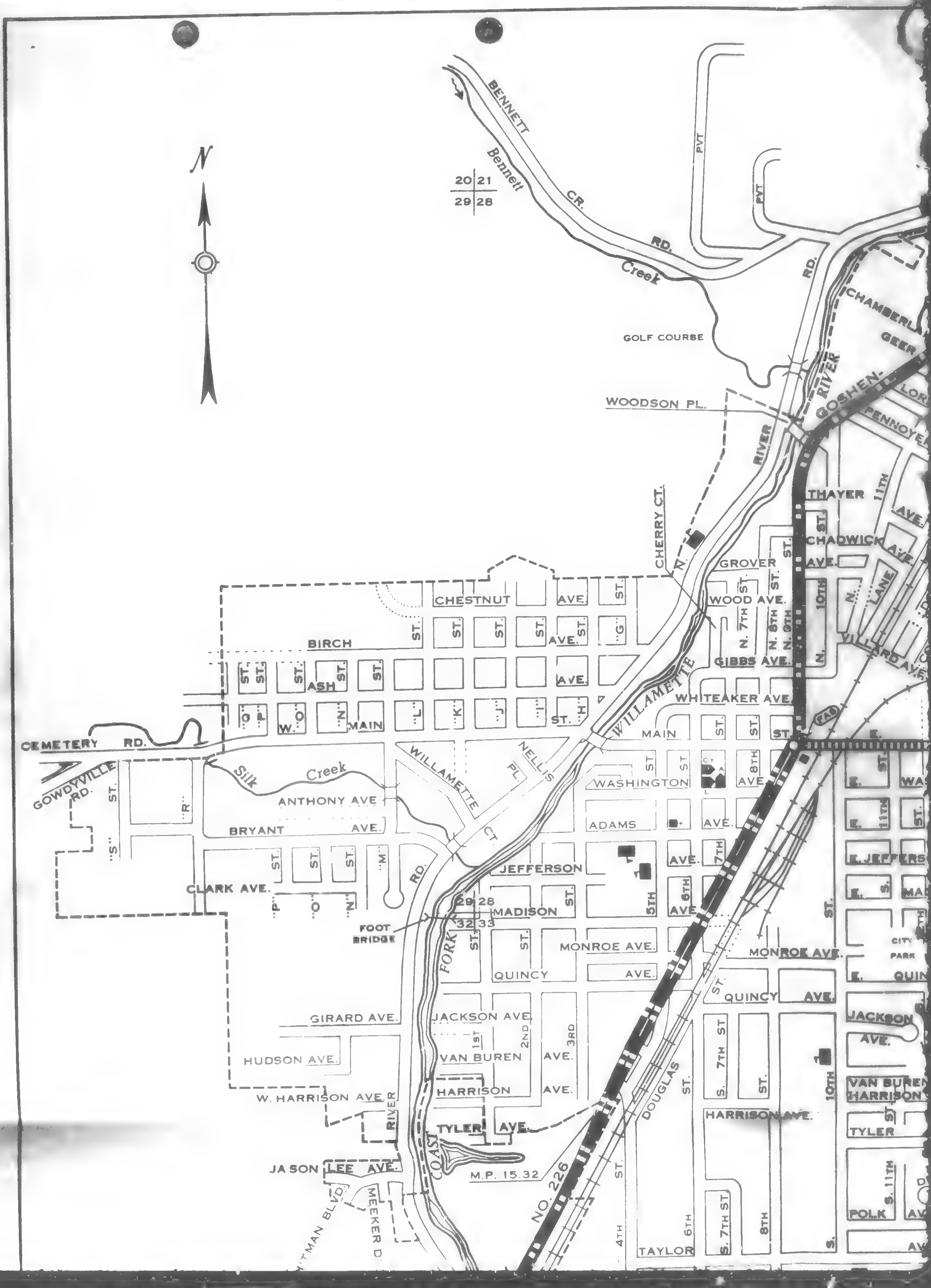
As you are well aware, this section of two lane State highway is one of the most heavily traveled sections of #99 in Cottage Grove and it is the only section which is just two lanes wide. In discussion with Dick Unrein in the Salem office last Wednesday, he indicated that funds are very short for such a project as this but that if the City could afford to go 50-50 on the project its feasibility might be improved. I am not sure that our street levy will have enough money in it to bear any of the cost of this project but hopefully we could get a cost estimate based on a set of preliminary plans that would give our City Council an opportunity to decide whether we could afford to build it in 1973 paying 75% of the cost, 1975 paying 50%, or possibly 1980 paying 25%. We realize that there would be some right-of-way acquisition costs and they possibly might even involve some buildings thereby escalating the dollar problem. It also would probably have to be a minimum width 4 lane section thereby requiring the elimination of parking on both sides of the highway. This certainly seems feasible even though as a resident along this section of the highway it would be inconvenient for us and our visitors.

While in Salem we also discussed the recent changes in the TOPICS Program and plan to submit our Federal Aid Primary Type II system map in March so that we can then apply for TOPICS funds under our 1971-72 budget before July 1st. Dick indicated that the Federal red tape and other procedural steps involved might make it too costly for the $9,000 per year available to us under this program. We do feel however, that we would still like to have OSHD do our Origin and Destination study this summer and to contract with you for our Traffic Analysis of the results of the O & D study so that we can update our arterial street plans as part of our Comprehensive Plan Review process. We would like to get the traffic analysis work plus several warning blinker lights at hazardous intersections in the first years program and come back in 1972-73 with our Main Street/9th Street resignalization project. Your advice on these two programs would be greatly appreciated.

Sincerely yours,

Frank

Frank C. Carlton
City Manager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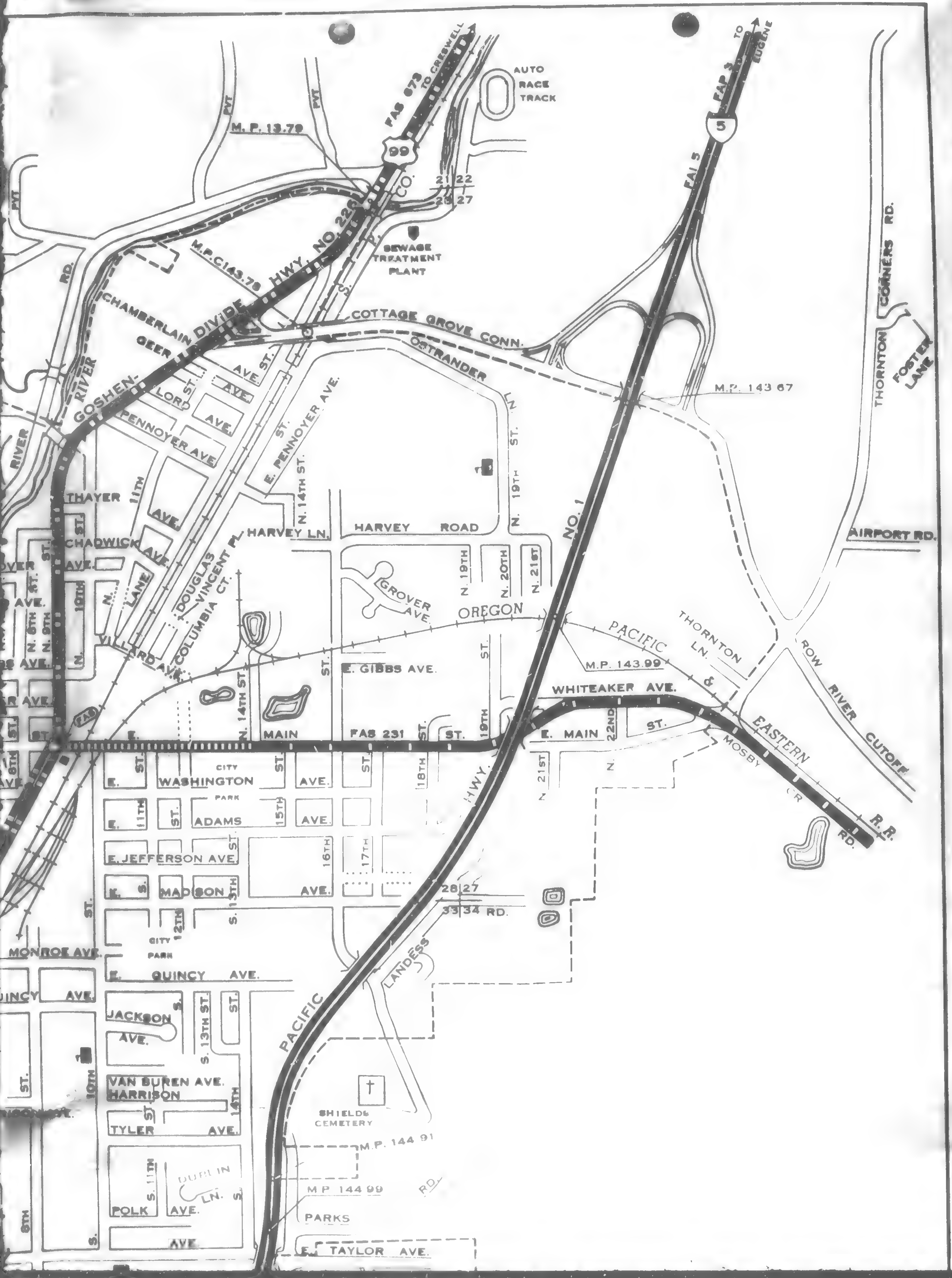
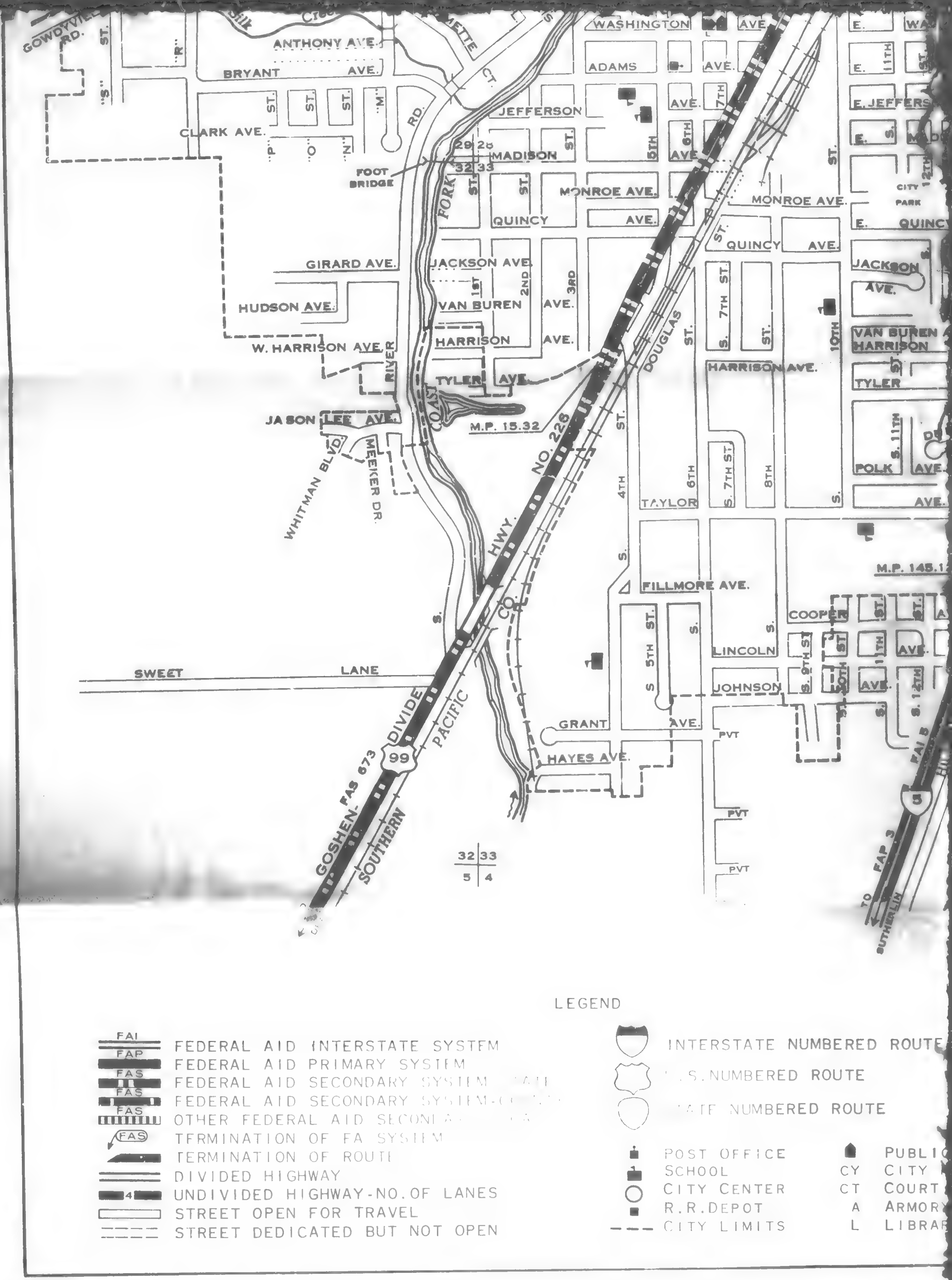
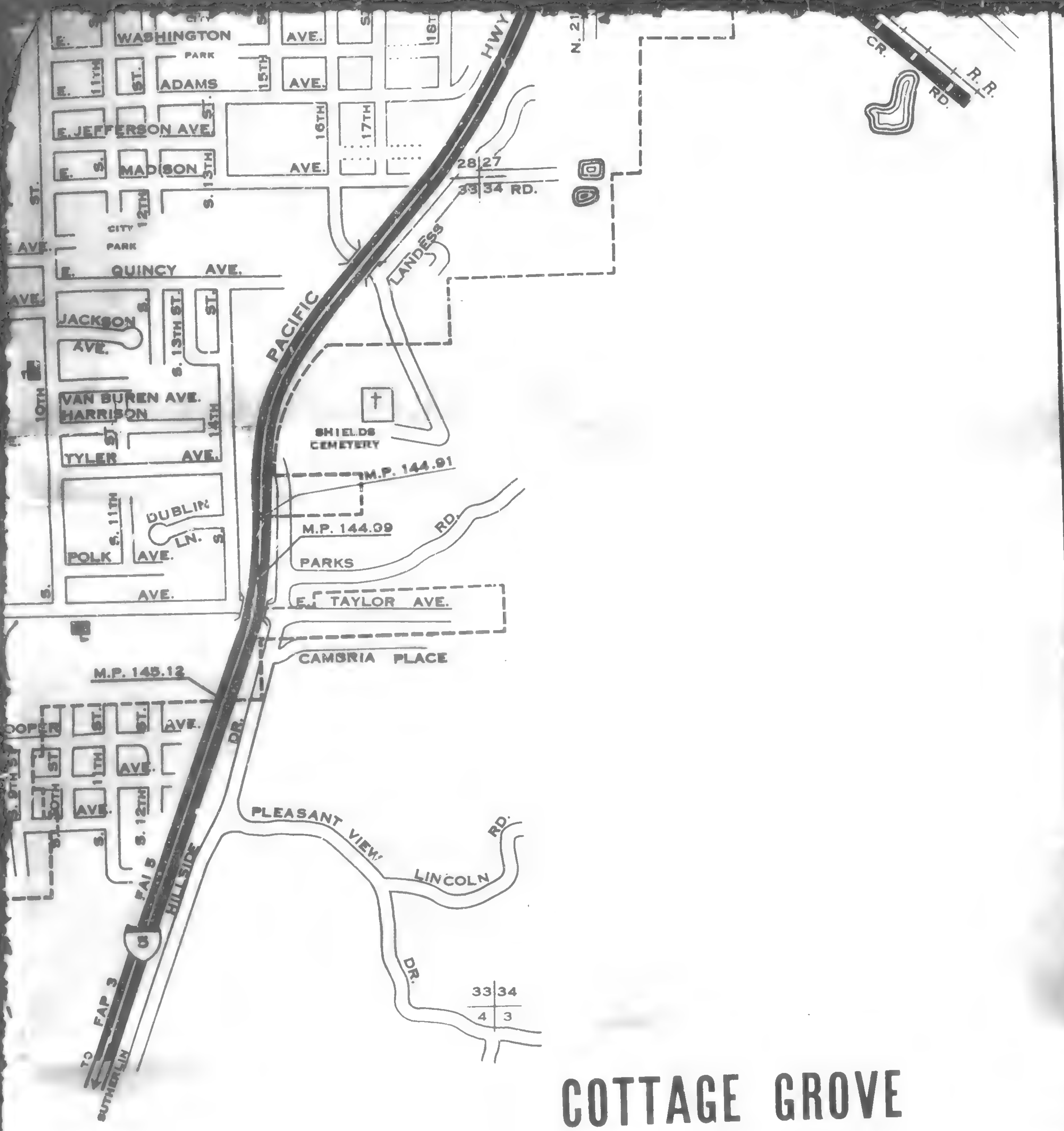
1ST
2ND
3RD
VAN BUREN
AVE.
7TH ST
VAN BUREN
HARRISON
W. HARRISON AVE.
HARRISON
AVE.
DOUGLAS
ST.
S.
ST.
10TH
HARRISON AVE.
RIVER
TYLER
AVE.
TYLER
COAST
JASON LEE AVE.
M.P. 15.32
NO. 226
ST.
S. 11TH
WHITMAN BLVD.
MEEKER D
4TH
6TH
S. 7TH ST.
8TH
POLK
AV
TAYLOR
S. 7TH
S.
AV


TO CRESWELL
FAS 673
99
AUTO RACE TRACK
TO EUGENE
FAP 3
5
FAI 5
PVT.
M. P. 13.79
CO.
21 22
28 27
SEWAGE TREATMENT PLANT
M.P.C143.78
CHAMBERLAIN
DIVIDE
HWY. NO. 226
RD.
RIVER
GOSHEN
GEER
COTTAGE GROVE CONN.
OSTRANDER
M.P. 143.67
THORNTON
CORNERS RD.
FOSTER LANE
LORD
AVE.
PENNOYER AVE.
E. PENNOYER AVE.
ST.
S.
N. 14TH ST.
N. 19TH ST.
LN.
NO. 1
THAYER
11TH
CHADWICK AVE.
GROVER AVE.
HARVEY LN.
HARVEY ROAD
AIRPORT RD.
N. 6TH ST.
N. 9TH ST.
10TH
N.
LANE
DOUGLAS
VINCENT PL.
COLUMBIA CT.
N. 19TH
N. 20TH
N. 21ST
GROVER AVE.
OREGON
PACIFIC
&
EASTERN
R.R.
THORNTON LN.
VILLARD AVE.
GIBBS AVE.
E. GIBBS AVE.
M.P. 143.99
ROW RIVER CUTOFF
WHITEAKER AVE.
N. 14TH ST.
MAIN
FAS 231
ST.
19TH
E. MAIN
22ND
ST.
MOSBY CR RD.
FAS
E.
CITY
WASHINGTON AVE.
PARK
18TH
HWY.
N. 21ST
N
E.
11TH
ADAMS AVE.
15TH
E. JEFFERSON AVE.
16TH
17TH
MADISON AVE.
S. 13TH
28 27
33 34 RD.
12TH
CITY PARK
MONROE AVE.
E. QUINCY AVE.
QUINCY AVE.
LANDESS
PACIFIC
JACKSON AVE.
S. 13TH ST
VAN BUREN AVE.
HARRISON
14TH
TYLER AVE.
SHIELDS CEMETERY
M.P. 144.91
S. 11TH
DUBLIN LN.
M.P. 144.99
RD.
POLK AVE.
PARKS
8TH
AVE.
E. TAYLOR AVE.


GOWDYVILLE RD.
ANTHONY AVE.
BRYANT AVE.
CLARK AVE.
WASHINGTON AVE.
ADAMS AVE.
JEFFERSON
MADISON
MONROE AVE.
QUINCY AVE.
JACKSON AVE.
VAN BUREN AVE.
HARRISON AVE.
TYLER AVE.
GIRARD AVE.
HUDSON AVE.
W. HARRISON AVE.
JASON LEE AVE.
WHITMAN BLVD.
MEEKER DR.
FOOT BRIDGE
COAST FORK RIVER
M.P. 15.32
HWY. NO. 226
DOUGLAS ST.
TAYLOR
FILLMORE AVE.
COOPER
LINCOLN
JOHNSON
GRANT AVE.
HAYES AVE.
SWEET LANE
GOSHEN-DIVIDE
FAS 673
99
SOUTHERN PACIFIC CO.
PVT
M.P. 145.1
POLK AVE.
CITY PARK
FAI 5
FAP 3
5
TO SUTHERLIN
29 28
32 33
5 4
LEGEND
FAI FEDERAL AID INTERSTATE SYSTEM
FAP FEDERAL AID PRIMARY SYSTEM
FAS FEDERAL AID SECONDARY SYSTEM-STATE
FAS FEDERAL AID SECONDARY SYSTEM-COUNTY
FAS OTHER FEDERAL AID SECONDARY
FAS TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
4 UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC
CY CITY
CT COURT
A ARMORY
L LIBRARY


CITY
WASHINGTON AVE.
PARK
E. 11TH ST.
ADAMS AVE.
15TH
16TH
17TH
18TH
HWY
N. 21
CR. RD.
R.R.
E. JEFFERSON AVE.
E. S. MADISON AVE.
S. 13TH ST.
28 27
33 34 RD.
ST.
12TH
CITY PARK
E AVE.
E. QUINCY AVE.
LANDESS
AVE.
JACKSON AVE.
S. 13TH ST.
ST.
PACIFIC
10TH
VAN BUREN AVE.
HARRISON
14TH
ST.
TYLER AVE.
SHIELDS CEMETERY
M.P. 144.91
S. 11TH
DUBLIN LN.
S.
RD.
M.P. 144.99
POLK AVE.
PARKS
S.
AVE.
E. TAYLOR AVE.
CAMBRIA PLACE
M.P. 145.12
DR.
COOPER
ST.
AVE.
9TH
10TH
11TH
S. 12TH
HILLSIDE
PLEASANT VIEW
RD.
LINCOLN
FAI 5
5
FAP 3
DR.
33 34
4 3
TO SUTHERLIN

COTTAGE GROVE

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 5,150

Scale in Feet

400 0 400 800

Revised August 1969

NUMBERED ROUTE (FAI)

ROUTE

RED ROUTE

●	PUBLIC BLDG.
CY	CITY HALL
CT	COURT HOUSE
A	ARMORY
L	LIBRARY

RECEIVED
OCT 19 1970
FOR [illegible]

9031

October 14, 1970

Mr. Roger L. Sinclair
City Engineer
City of Cottage Grove
City Hall
Cottage Grove, Oregon 97424

Dear Mr. Sinclair:

In response to your verbal request to our Traffic Section, we have conducted a traffic signal investigation at the intersections of North 9th Street (US99) with Whiteaker and Gibbs Avenues in Cottage Grove.

The investigation discloses that there is a very marginal warrant for the installation of traffic signals at these two intersections. Side street volumes are quite low and there is very little pedestrian movement. The physical location of the two intersections is such that a progression speed of 12 miles per hour between intersections results. This slow speed would result in extreme congestion.

Based upon the results of the investigation, it is not believed that the signalization of these intersections can be warranted.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
F. B. Crandall
C. T. Keasey

LEG:mk srb

Val

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 6, 1970

SUBJECT: Traffic Signal Warrant Investigation
Goshen-Divide Hwy-Cottage Grove
Intersections of Whiteaker & Gibbs Aves.
US99-Hwy No. 226-M.P. 14.66 & M.P. 14.71

To: Mr. C. T. Keasey
Regional Engineer
Roseburg

Attached is a letter dated July 17, 1970, directed to Mr. Roger L. Sinclair, City Engineer, Cottage Grove, from Mr. Porter, State Highway Engineer, indicating that signal warrant investigations would be made at the two subject intersections.

As can be seen from the attached map, these two intersections are the first and second intersections north of an existing signalized intersection of 9th (US99) and Main Street. This signal is a standard two phase pre-timed installation.

A 16 hour manual turning movement factored to 24 hours taken July 29-30, 1970, at the T type intersection of 9th Street and Whiteaker Avenue revealed that 10,451 vehicles entered this intersection. 9,533 or 91% entered on US99. 918 or 9% entered from the side street. 575 of these 918 entered US99 making the west to north movement. The other movements are as shown.

The attached Warrant Comparison Data Sheets indicate only the interruption of continuous traffic warrant is met. This warrant would not be met except for the reduced warrant due to population below 10,000 persons.

There were 13 reported accidents at this intersection during the period 1/1/65 to January 31, 1970. There were no fatalities but two persons were injured. Three of these accidents were types considered preventable by signalization. None of these occurred in the last 12 months. There were six rear-end, six turning, and one miscellaneous type accidents.

GIBBS AVENUE

A 16 hour manual turning movement count factored to 24 hours taken at Gibbs Avenue July 27-28, 1970, revealed that 10,328 vehicles entered this intersection. 9,321 or 90% entered on US99. 1,007 or 10% entered from the side street. The cross traffic was extremely low being less than 50 vehicles per day in either direction. All turning movements were relatively low as shown on the attached Flow Diagram.

OCT - 197

SP*52475-734

October 6, 1970

Mr. C. T. Keasey

Page 2 of 2 pages

The attached Warrant Comparison Data Sheet indicates that only the interruption of continuous traffic warrant is met. This is due to using the reduced warrant due to population below 10,000 persons.

There were 14 reported accidents during the period 1/1/65 to 1/31/70. There were no fatalities but four persons were injured. There were six turning, three angle, three rear-end, one fixed object, and one backing type accidents. One accident of a type preventable by signalization occurred in the last 12 months studied. There was a total of six such preventable accidents in the five year one month period studied.

The physical location is the greatest deterrent to suggesting signalization. Main Street is 265 feet from Whiteaker Avenue and Gibbs Avenue is another 265 feet beyond or a total distance of 530 feet. The progression speed would be 12 MPH. Thus, signalization would be impractical from this standpoint.

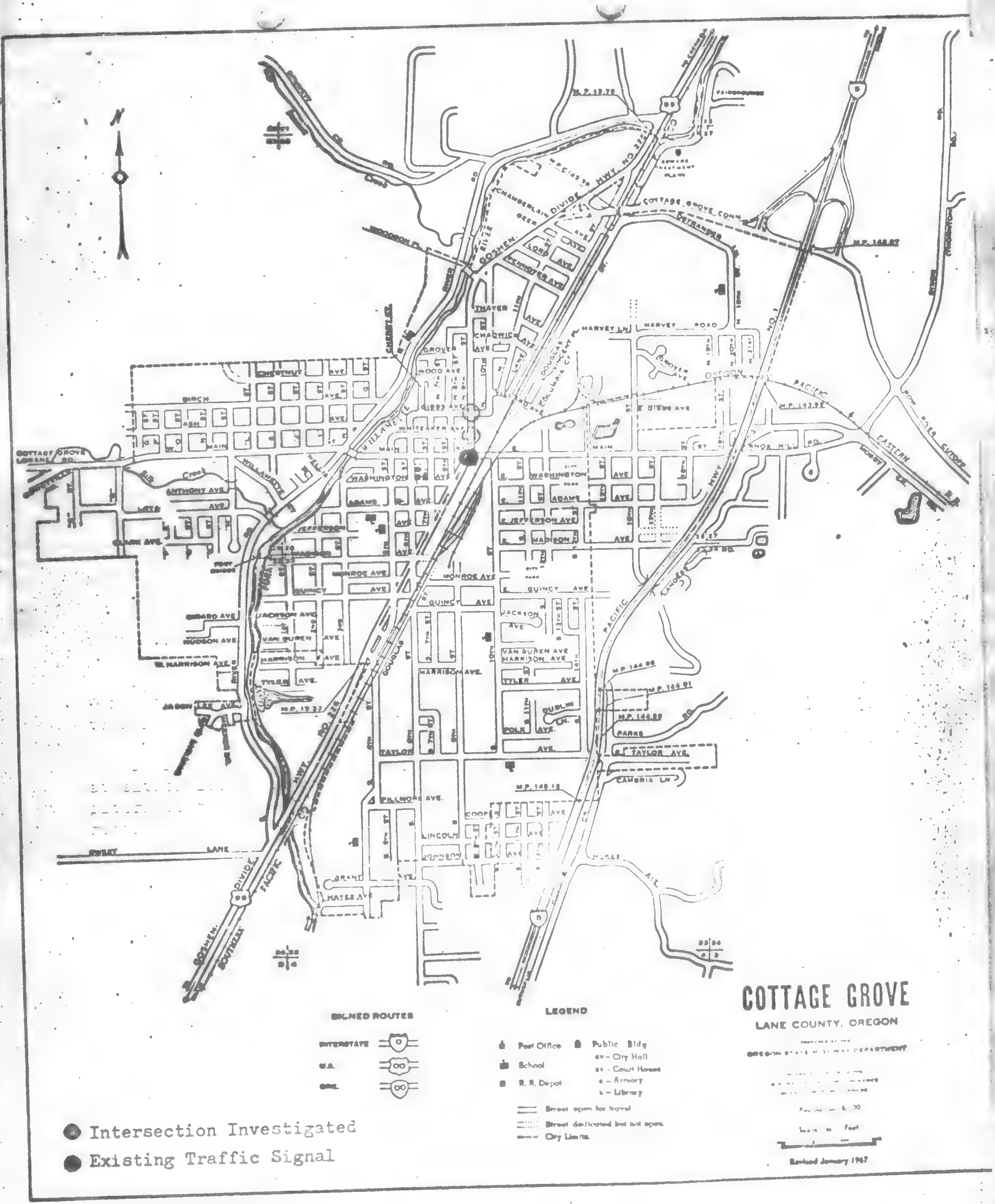
The street network in this vicinity west of 9th Street connects to Main Street. Thus, it is not imperative that signalization be supplied to gain access to US99 at the two intersections under consideration.

It is therefore recommended that signalization not be considered at either location based on the unacceptable progression speed possible, alternate routes available to an existing signal, the marginal interruption warrant met, and the high cost to benefit ratio. It is further suggested that our Salem Office respond to this request.

Glen L. Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC:ejb
Attach.
cc: F. B. Crandall
Dale Allen


N
COTTAGE GROVE
LANE COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
Revised January 1967
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg
ev - City Hall
ev - Court House
a - Armory
b - Library
Street open for travel
Street dedicated but not open
City Limits
CHAMBERLAIN DIVIDE HWY NO. 222
GOSHEN
COTTAGE GROVE CONN.
PACIFIC
EASTERN
HWY
MAIN
WASHINGTON AVE
ADAMS
JEFFERSON AVE
MADISON
MONROE AVE
QUINCY AVE
JACKSON AVE
VAN BUREN AVE
HARRISON AVE
TYLER AVE
POLK AVE
TAYLOR AVE
FILLMORE AVE
LINCOLN
JOHNSON
GRANT
HAYES AVE
BIRCH
CHESTNUT AVE
WHITEAKER AVE
THAYER AVE
CHADWICK AVE
GROVER
WOOD AVE
HARVEY RD
DOUGLAS
WILLAMETTE
GIRARD AVE
HUDSON AVE
W. HARRISON AVE
ANTHONY AVE
CLARK AVE
DUBLIN
CAMBRIA LN
SWEET LANE
PENNOYER AVE
LORD AVE
OSTRANDER
M.P. 143.96
M.P. 146.96
M.P. 146.91
M.P. 146.86
M.P. 148.18
M.P. 19.37
M.P. 19.79
M.P. 146.97
ROW RIVER CUTOFF
MOSBY CR.
COTTAGE GROVE LORANE RD.
NO. 1
RIVER

● Intersection Investigated

● Existing Traffic Signal

OREGON STATE HIGHWAY DIVISION

REGION III - ROSEBURG

August 1970

Traffic Signal Warrant Comparison

LOCATION: Goshen-Divide Highway (Ninth Street)
At Whiteaker Ave.-Cottage Grove

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	663	350 1/
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	74	105
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	663	525
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach)	74	53
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	663	525
Average Hourly Ped. Vol. across Maj. St.-same 8 hours (Highest volume crosswalk)	7	105
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	0	5

REMARKS: 1/ 70% of standard warrant used due to population less than 10,000 persons.

OREGON STATE HIGHWAY DIVISION

REGION III - ROSEBURG

October 1970

Traffic Signal Warrant Comparison

LOCATION: Goshen-Divide Highway at Gibbs Ave.
Cottage Grove

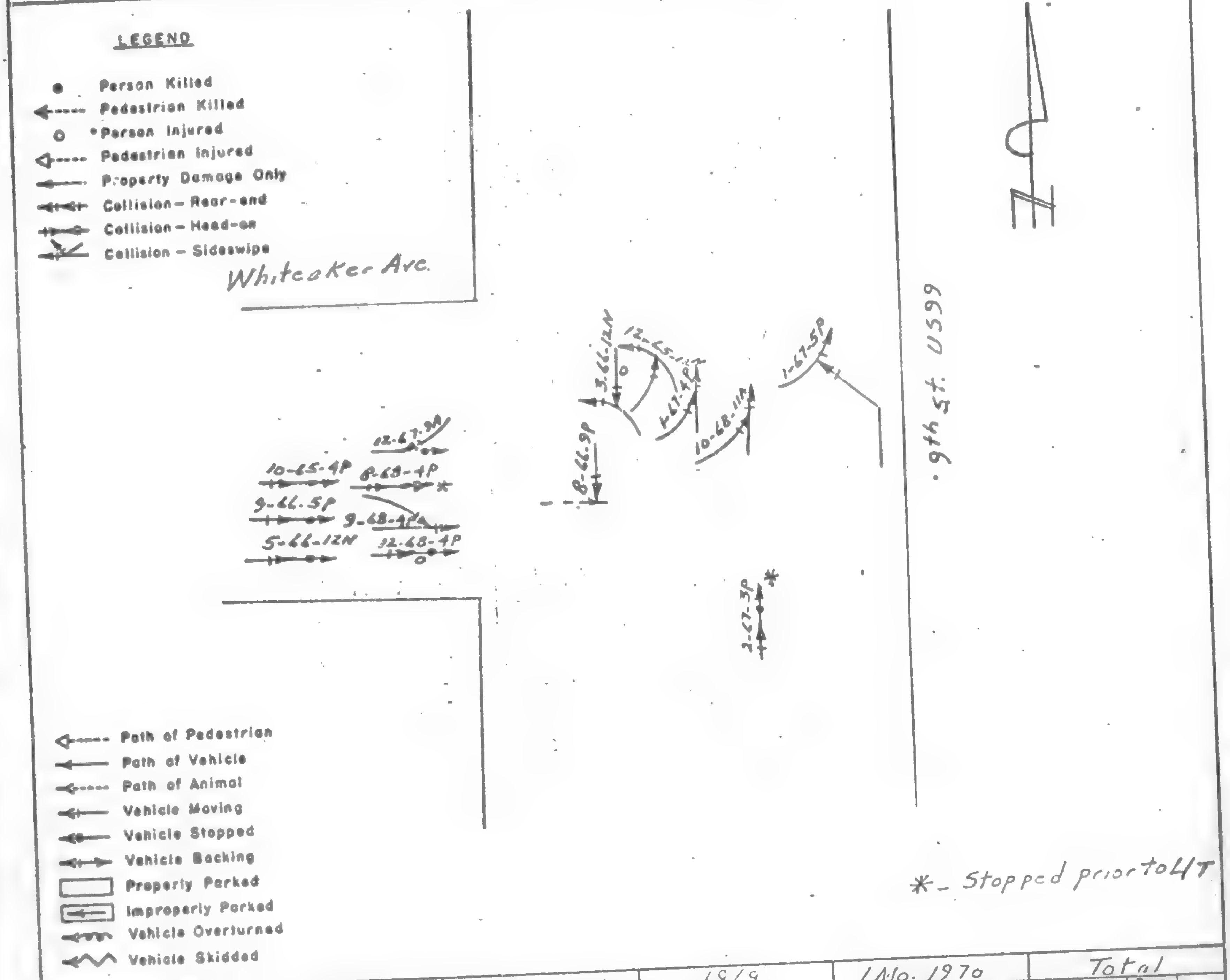
Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	667	350 1/
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	65	105
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	667	525
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach)	65	53
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	667	525
Average Hourly Ped. Vol. across Maj. St.-same 8 hours (Highest volume crosswalk)	8	105
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	1	5

REMARKS: 1/ 70% of standard warrant used due to population less than 10,000 persons.

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Cottage Grove County Lane
Intersection of 9th St. and Whiteaker Ave.
Highway Number 226 (US 99) M.P. 14.71
Period Covered 1-1-65 to 1-31-70
Compiled by BC Drawn by ______ Date 7-20-70


LEGEND
● Person Killed
Pedestrian Killed
○ *Person Injured
Pedestrian Injured
Property Damage Only
Collision – Rear-end
Collision – Head-on
Collision – Sideswipe
Whiteaker Ave.
N
12-67-9A
10-65-4P
8-68-4P
9-66-5P
9-68-4P
5-66-12N
12-68-4P
8-66-9P
3-66-12N
12-65-1?
1-67-4P
10-68-11A
1-67-5P
2-67-3P
9th St. US 99
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

*- Stopped prior to LT

Collision Type	1965-1966				1967-1968				1969				1 Mo. 1970				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																		1	5	6
Rear-end			3	3		1	2	3												
Sideswipe																		1	5	6
Turning Movement		1	1	2			4	4												
Parking							1	1												
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																			1	1
Misc.			1	1														2	11	13
TOTAL		1	5	6		1	7	8				0				0				

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date July 29 & 30, 1970
Day of week Wed & Thur
Hours counted 6A to 10P
Weather Clear

Classification All Vehicles

City or County Cottage Gro
Intersection Goshen-Divide H
and Wh. Halsey
Mile Post M.P. 4.70
Classification

	TIME	SUMMARY BY MOVEMENTS North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES — SUMMARY BY LEGS North	East	West	South
A.M.	6:00– 7:00			3	7	112	92						1	195	188	96	7	4	115		7	93
	7:00– 8:00			14	16	221	145					4	7	407	387	95	20	4	235		20	152
	8:00– 9:00			22	14	166	142					7	9	360	339	94	21	6	188		21	151
	9:00–10:00			14	31	197	195					14	11	462	417	90	45	10	211		45	206
	10:00–11:00			33	43	238	236					21	11	582	518	89	64	11	271		64	247
	11:00–12:00			33	44	281	277					21	15	671	606	90	65	10	314		65	292
P.M.	12:00– 1:00			37	39	272	270					25	23	666	602	90	64	10	309		64	293
	1:00– 2:00			35	76	301	271					26	21	730	628	86	102	14	336		102	292
	2:00– 3:00			37	49	323	274					28	26	737	660	90	77	10	360		77	300
	3:00– 4:00			45	41	273	337					24	27	747	682	91	65	9	318		65	364
	4:00– 5:00			48	53	356	383					53	28	921	815	88	106	12	404		106	411
	5:00– 6:00			26	39	377	308					38	9	797	720	90	77	10	406		77	317
	6:00– 7:00			18	23	279	287					14	16	637	600	94	37	6	297		37	303
	7:00– 8:00			14	23	267	288					14	12	618	581	94	37	6	281		37	300
	8:00– 9:00			13	11	230	210					15	16	545	519	95	26	5	293		26	226
	9:00–10:00			10	14	187	201					8	6	426	404	95	22	5	197		22	207
	10:00–11:00																					
	11:00–12:00																					
A.M.	12:00– 1:00																					
	1:00– 2:00																					
	2:00– 3:00																					
	3:00– 4:00																					
	4:00– 5:00																					
	5:00– 6:00																					
	24-Hour total			442	575	4543	4286					343	262	10451	9533	91.2	918	8.8	4985		918	4548
	16-Hour total			402	523	4130	3896					312	238	9501	8666	91.2	835	8.8	4532		835	4134
	__-Hour total																					
	Control																					
	Factor																					

Tabulated by

Checked by

St. is North and South

St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

29 & 30 , 1970
Wed & Th
A to 10 P

Classification All Vehicles

City or County Cottage Grove
Intersection Goshen - Divide Hwy [illegible]
and Whittaker Ave
Mile Post M.P. 4.70
Classification

	SUMMARY BY MOVEMENTS														ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
	7	112	72						1	195	188	96	7	4	115		7	73				
4	16	221	155					4	7	407	387	95	20	4	235		20	152			5	3
2	14	166	152					7	9	360	339	94	21	6	188		21	151	5		5	2
4	31	197	155					14	11	462	417	90	45	10	211		45	206	3		12	1
3	43	238	233					21	11	582	518	89	64	11	271		64	247			15	4
3	44	281	277					21	15	671	606	90	65	10	314		65	292	1		6	10
7	39	272	270					25	23	666	602	90	64	10	309		64	293	1		6	6
5	76	301	271					26	21	730	628	86	102	14	336		102	292			5	7
7	49	323	274					28	26	737	660	90	77	10	360		77	300	9		11	8
5	41	273	337					24	27	747	682	91	65	9	318		65	364	1		2	3
8	53	256	323					53	28	921	815	88	106	12	404		106	411	1		10	6
6	39	377	[illegible]					38	9	737	720	90	77	10	406		77	317	1		7	
8	23	279	277					14	16	637	600	94	37	6	297		37	303	2		2	
4	23	267	281					14	12	618	581	94	37	6	281		37	300	1		5	
3	11	230	210					15	16	545	519	95	26	5	293		26	226	2		4	
0	14	137	201					8	6	426	404	95	22	5	197		22	207			5	
442	575	4543	[illegible]					343	262	10451	9533	91.2	918	3.8	4985		918	4548	27		100	50
402	523	4120	[illegible]					312	238	9301	9666	91.2	835	3.8	4532		835	4134				

Tabulated by

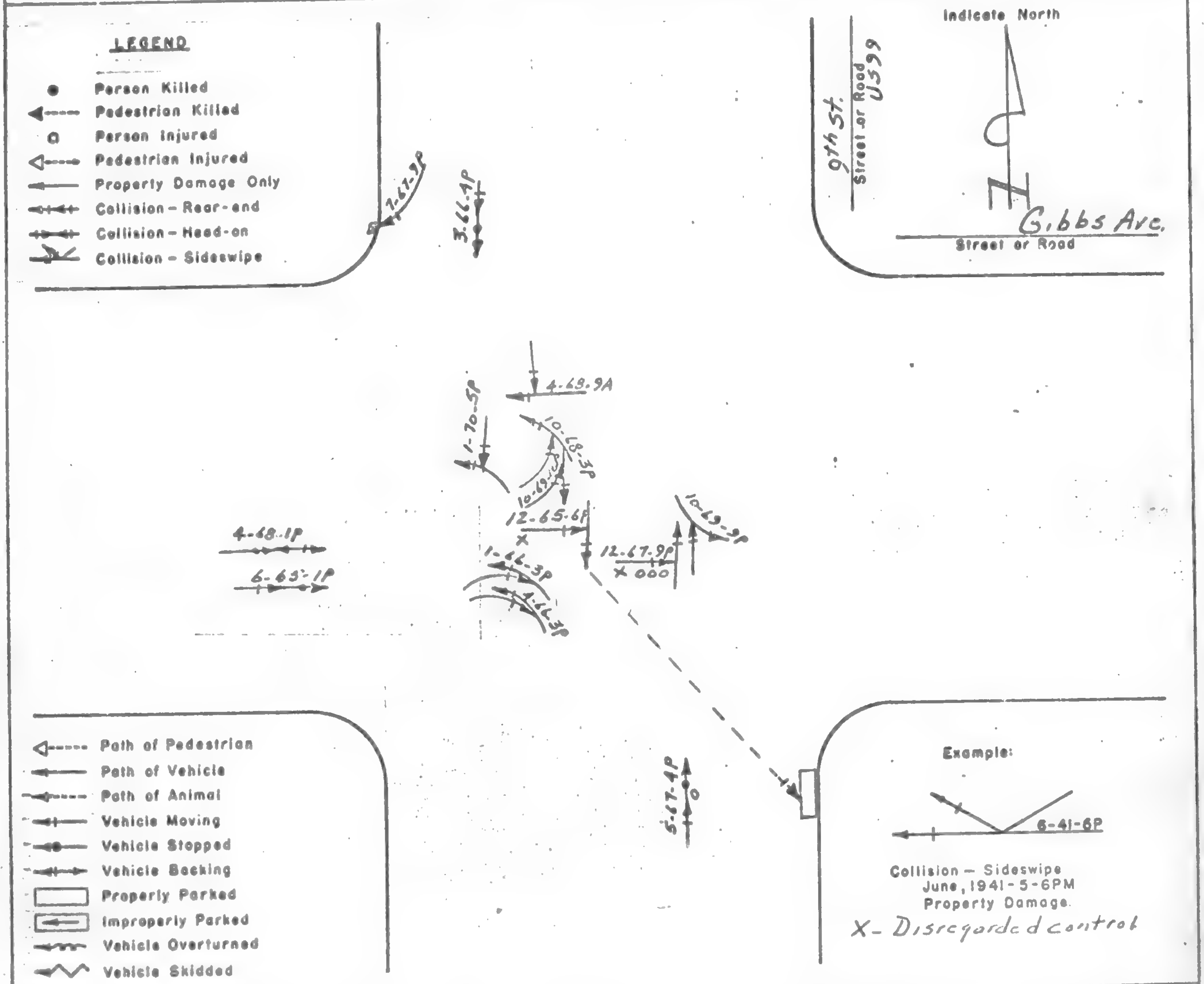
Checked by

St. is North and South

St. is East and West

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Cottage Grove County Lane
Intersection of 9th St and Gibbs Ave.
Highway Number 226 (US99) M.P. 14.66
Period Covered 1-1-65 to 1-31-70
Compiled by VL Drawn by ______ Date 7-20-70


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
7-67-9P
3-66-4P
9th St.
Street or Road
US99
Indicate North
Gibbs Ave.
Street or Road
4-69-9A
1-70-5P
10-68-3P
10-69-3P
12-65-6P
X
4-68-1P
6-65-1P
1-66-3P
1-66-3P
12-67-9P
X 000
10-69-9P
5-67-4P
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-6P

Collision – Sideswipe
June, 1941 - 5-6PM
Property Damage.

X- Disregarded control

Collision Type	1965-1966				1967-1968				1969				1 Mo. 1970				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			1	1		1	1	2										1	2	3
Head-on																				
Rear-end			2	2		1		1										1	2	3
Sideswipe																				
Turning Movement			2	2			1	1			2	2			1	1			6	6
Parking																				
Non-collision																				
Fixed Object							1	1											1	1
Pedestrian																				
Backing							1	1											1	1
Misc.																				
TOTAL			5	5		2	4	6			2	2			1	1		2	12	14

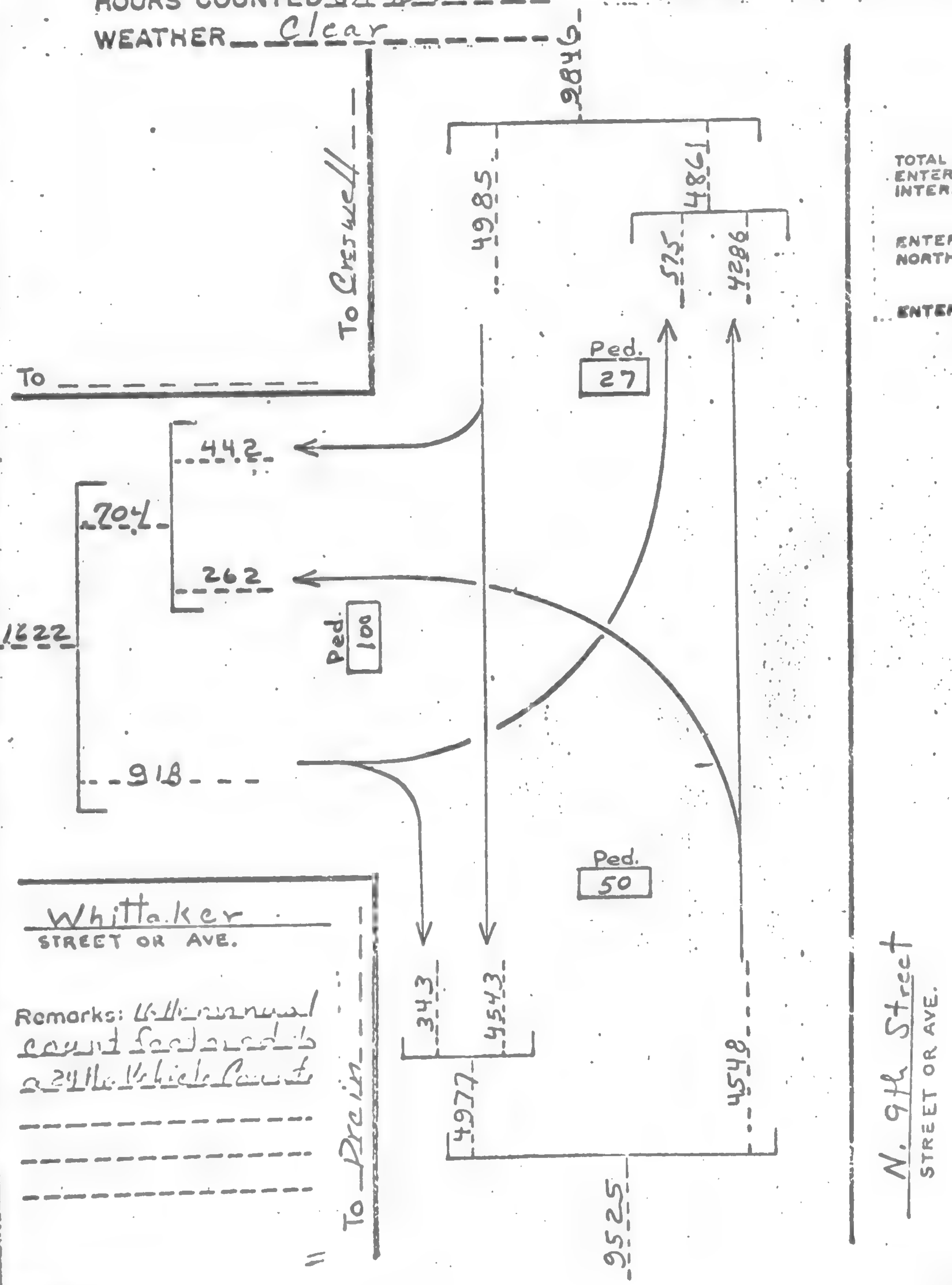
Form E-260 — 2M — 11-45

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 22 & 23, 1970
DAY OF WEEK Wed & Thur
ACTUAL COUNT (VEH) 16 HRS.
HOURS COUNTED 6A to 10P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6A to 10P
WEATHER Clear

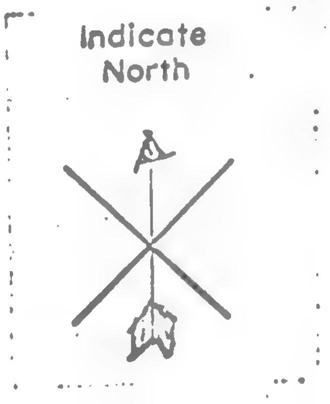
CITY OF Cottage Grove
INTERSECTION OF Goshen - Drain Hwy #226
AND Whittaker Ave.
STATION NO. MP 14.20
CODE NO.
CLASSIFICATION All Vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10451	100
ENTERING FROM NORTH & SOUTH	9533	91.2
ENTERING FROM WEST	918	8.8


9846
To Creswell
4985
4861
575
4286
To
Ped.
27
442
704
262
1622
Ped.
100
918
Ped.
50
343
4543
4548
4977
9525
To Drain
N. 9th Street
STREET OR AVE.

Whittaker
STREET OR AVE.

Remarks: 16 Hr manual count factored to a 24 Hr Vehicle Count

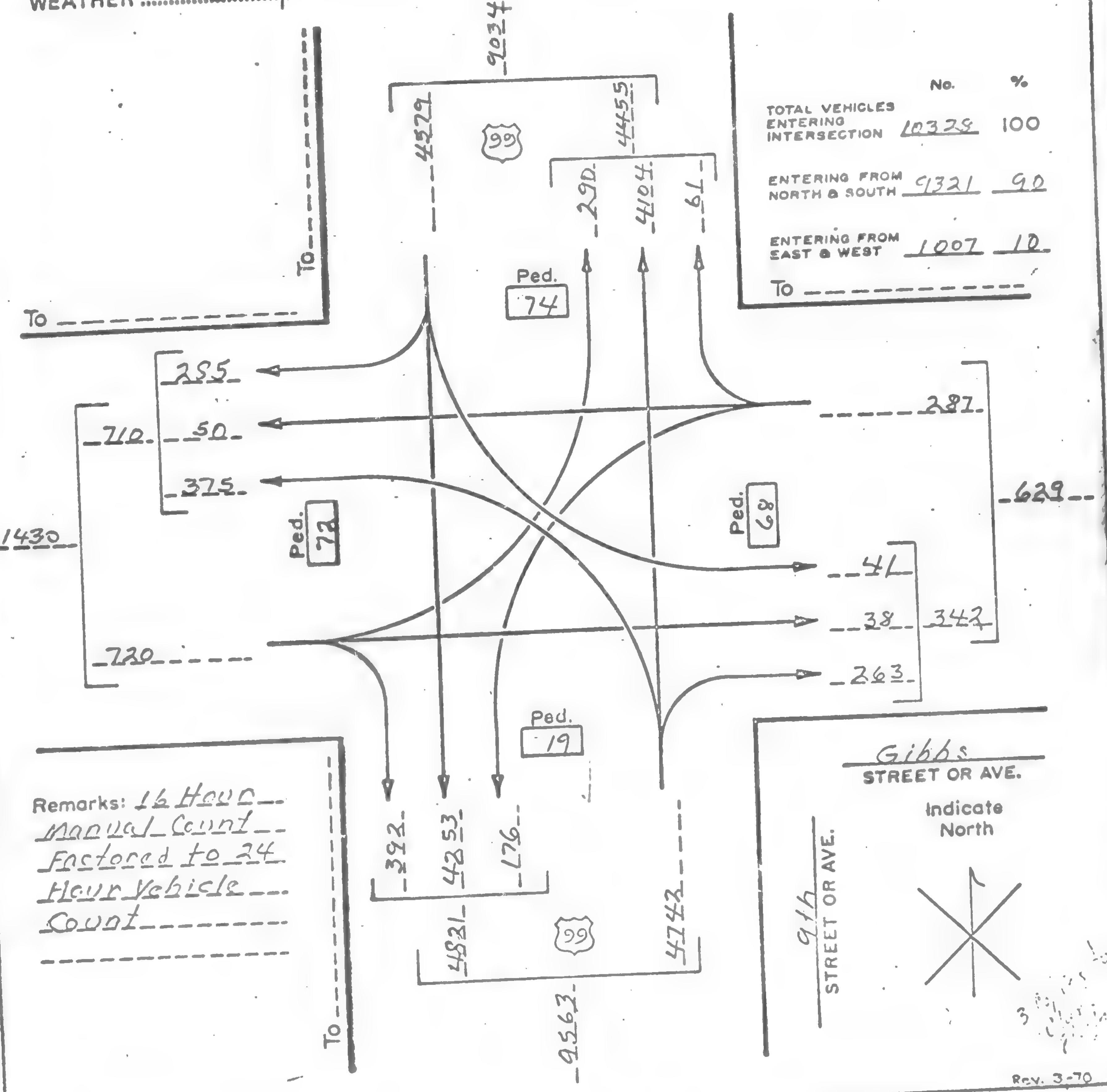

Indicate North

OREGON STATE HIGHWAY DIVIS
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 27 & 28 - 1970
DAY OF WEEK Mon. & Tues.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00 A - 10:00 P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 A - 10:00 P
WEATHER Cloudy

CITY OR COUNTY Cottage Grove
INTERSECTION OF Goshen-Divide Hwy No. 226
& Gibbs Ave.
MILE POST 14.66 (Hwy No. 226)
CLASSIFICATION All Vehicles


9034
4579
4455
99
290
4104
61
Ped.
74
To
To
285
50
375
710
1430
720
Ped.
72
287
629
Ped.
68
41
38
342
263
Ped.
19
392
4253
176
4821
99
4742
9563
To
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10328	100
ENTERING FROM NORTH & SOUTH	9321	90
ENTERING FROM EAST & WEST	1007	10

To

Remarks: 16 Hour Manual Count Factored to 24 Hour Vehicle Count

Gibbs STREET OR AVE.

9th STREET OR AVE.

Rev. 3-70

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
SUMMARY OF TRAFFIC COUNT

Date July 27 & 28-1970
Day of week Mon & Tues
Hours counted 6:00A - 10:00P
Weather Cloudy

Classification All Vehicles

City or County Cottage G
Intersection [illegible] Divide H
& Gibbs Ave.
Mile Post [illegible] C.Hwy. N
Classification

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VEHICLES BY LEGS North	East	West	South
A. M.	6:00- 7:00		–	1	4	105	52			3	–	1	3	199	191	96	8	4	106	[illegible]	[illegible]	85
	7:00- 8:00	3	2	11	3	136	152	1	–	4	4	2	8	326	314	96	12	4	150	[illegible]	[illegible]	124
	8:00- 9:00	5	–	16	12	135	124			6	7	5	10	320	297	93	23	7	156	[illegible]	[illegible]	141
	9:00-10:00	2	3	17	9	191	198	6	3	6	14	10	23	482	445	92	37	8	210	[illegible]	[illegible]	235
	10:00-11:00	6	3	27	11	237	258	10	7	17	15	23	33	647	576	89	71	11	270	[illegible]	[illegible]	306
	11:00-12:00	4	8	22	21	285	295	6	2	12	19	26	26	729	654	90	75	10	311	[illegible]	[illegible]	343
P. M.	12:00- 1:00	3	6	23	26	317	322	5	2	20	23	26	30	822	717	89	85	11	343	[illegible]	[illegible]	374
	1:00- 2:00	–	5	26	47	322	265		3	14	17	47	29	775	659	85	116	15	348	[illegible]	[illegible]	311
	2:00- 3:00	4	2	16	15	291	245	2	1	14	20	27	25	662	601	91	61	9	311	[illegible]	[illegible]	290
	3:00- 4:00	–	7	18	23	258	297	2	7	10	27	27	18	724	648	90	76	10	306	[illegible]	[illegible]	342
	4:00- 5:00	2	6	29	22	330	350	3	1	13	27	40	31	654	769	90	85	10	361	[illegible]	[illegible]	408
	5:00- 6:00	1	7	23	24	302	313	3	4	13	17	37	38	782	694	89	88	11	326	[illegible]	[illegible]	368
	6:00- 7:00	3	2	12	16	291	264	2	1	5	13	33	15	657	598	91	59	9	306	[illegible]	[illegible]	292
	7:00- 8:00	1	1	6	14	259	217	1	2	10	14	17	27	569	524	92	45	8	266	[illegible]	[illegible]	252
	8:00- 9:00	1	3	9	10	196	205	4	2	11	13	24	21	479	445	89	54	11	206	[illegible]	[illegible]	239
	9:00-10:00	2	1	3	7	181	141			2	10	11	4	362	341	94	21	6	156	[illegible]	[illegible]	155
	10:00-11:00																					
	11:00-12:00																					
A. M.	12:00- 1:00																					
	1:00- 2:00																					
	2:00- 3:00																					
	3:00- 4:00																					
	4:00- 5:00																					
	5:00- 6:00																					
24-Hour total		41	61	285	290	4253	4104	50	32	176	263	392	375	10325	9321	90	1007	10	4579	297	[illegible]	4742
16-Hour total		37	56	259	264	3866	3731	45	35	160	239	356	341	9359	8473	90	916	10	4162	261	[illegible]	4311
-Hour total																						
Control																						
Factor																						

5340
8
667

19
5
5

Tabulated by

Checked by

7th St. is North and South

Gibbs St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
SUMMARY OF TRAFFIC COUNT

27325-1970
n & Tues
- 10:00P
udy

Classification All Vehicles

City or County Cottage Grove
Intersection Goshen-Divide Hwy No 226
& Gibbs Ave
Mile Post 14.66 (Hwy. No. 226)
Classification

SUMMARY BY MOVEMENTS														ENTERING VOLUMES - [illegible] BY LEGS				PEDESTRIANS USING CROSSWALKS			
West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
4	105	52			3	–	1	3	199	191	96	8	4	106	3	5	85				
3	136	152	1		4	4	2	8	326	314	96	12	4	150	7	5	164	3	2		
12	135	124			6	7	5	10	320	297	93	23	7	156	6	17	141	2	5	6	
9	191	198	6	3	6	14	10	23	482	445	92	37	8	210	15	22	235	10	4	2	2
11	237	253	10	7	17	15	23	33	647	576	89	71	11	270	30	41	306	10	7	6	5
21	285	295	6	2	12	19	26	26	729	654	90	75	10	311	26	49	343	4	3	7	2
26	317	322	5	2	20	22	26	30	802	717	89	85	11	343	31	54	374	7	5	8	2
47	322	265		3	14	17	47	29	775	659	85	116	15	348	19	97	311	4	12	7	1
15	291	245	2	1	14	20	27	25	662	601	91	61	9	311	18	43	290	4	6	6	2
23	255	297	2	7	10	27	27	18	724	648	90	76	10	306	19	57	342	5	9	5	
22	330	350	3	1	13	27	40	31	854	769	90	85	10	361	22	63	408	12	5	3	3
24	302	313	3	4	13	17	37	38	782	694	89	88	11	326	23	65	368	4	2	5	
16	291	284	2	1	5	13	33	15	657	598	91	59	9	306	9	50	292	2	1		
14	259	217	1	2	10	14	17	27	569	524	92	45	8	266	12	33	258	5	4	3	
10	196	205	4	2	11	13	24	21	479	445	89	54	11	206	18	36	239		2	12	
7	181	141			2	10	11	4	362	341	94	21	6	156	3	18	155	2	1	2	1
290	4253	4104	50	38	176	263	392	375	10325	9321	90	1007	10	4579	297	720	4742				
264	3866	3731	45	35	160	239	356	341	9359	8473	90	916	10	4162	261	655	4311	74	65	72	19

$\frac{5390}{8}$ = 667

$\frac{519}{8}$ = 65

$\frac{67}{8}$ = 8

Tabulated by WP
Checked by WP

7th St. is North and South
Gibbs St. is East and West

RECEIVED
JUL 20 1970
FOR FILING

July 17, 1970

Mr. Rogar L. Sinclair
City Engineer
City of Cottage Grove
City Hall
Cottage Grove, Oregon 97424

Dear Mr. Sinclair:

Based on your conversation of July 15 with Mr. L. E. George of our Division, we wish to advise you that the existing State-City agreement involving the traffic signal revision at the intersection of Main and North Ninth Streets in Cottage Grove will be cancelled, since it is the City Council's expressed desire that this be done.

It is further understood that the City Council requests a traffic signal investigation involving the intersections of North Ninth with Whitaker and Gibbs Avenues. We will proceed with the investigation of these two intersections and contact you at such time as the study has been completed.

Concerning the intersection of Ninth and Main, it is suggested that, since the proposed traffic signal revision will not be accomplished, the State and the City enter into a cooperative arrangemnnt to replace the temporary wood pole that was previously installed on an emergency basis. This pole should be replaced with a steel pole to restore the traffic signal to a permanent condition.

This work is estimated to cost $1,500, of which the City's share would be $750. If the City is agreeable to this arrangement, would you please transmit a check in the amount mentioned above, and we will proceed with permanent repairs on the traffic signal.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
H. S. Cox
L. H. Young
C. T. Keasey - Please have Glen Clark make the necessary traffic signal investigation and transmit a report to the Traffic Section.

FBK

FORM K-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 16, 1970

SUBJECT:

To: Floyd Query
Commission Secretary
BUILDING

As you know bids were taken at the June 4 bid opening for a traffic signal installation in Cottage Grove. The project has not yet been awarded, since there was some question as to whether or not the City desired to proceed with the work.

This date I have contacted Mr. Roger Sinclair, City Engineer for Cottage Grove, and he advised me verbally via the telephone that the City Council at their regularly scheduled meeting July 13 requested that the existing State-City agreement covering the project be canceled and bids called for the project also be canceled.

I would, therefore, recommend that we advise the contractor that the project will not be awarded and that appropriate action be taken to void the State-City agreement.

L. E. George
Operations Engineer

LEG:mk

cc: Tom Edwards
F. B. Klaboe
L. H. Young
H. S. Cox
C. T. Keasey

RECEIVED
JUL 18 1970

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 3, 1970

SUBJECT: Traffic Signal Project
Cottage Grove

To: F. B. Klaboe
Assistant State Highway Engineer
BUILDING

At the last bid opening, bids were opened involving a traffic signal project in Cottage Grove. Upon requesting the City to transmit their share of the cost of the project prior to award of the contract, we find that the City Council of Cottage Grove is hesitant to proceed with this project. The City is requesting a delay in the award of the contract until July 15 (two days after their Council meeting).

I have contacted the low bidder on this project and have determined that he is willing to extend his bid through that date. The City was given the choice of a possible design review to produce a more economical design or canceling of the project. They did not wish to make a choice in this matter until a decision was rendered by the City Council.

Any action on this project should be deferred until July 15.

NOTED
KLABOE

L. E. George
Operations Engineer

RECEIVED

LEG:MK

cc: Tom Edwards
Floyd Query
L. H. Young

Note: The low bidder on this project is Hamilton Electric, Eugene, Oregon.

RECEIVED
JUL 2 - 1970
FOR FILING

Exhibit "B"
June 30, 1969
Council Meeting

Cot Gr

RESOLUTION NO. 170

WHEREAS, the intersection of Ninth & Main in Cottage Grove is in need of modernization and repair of the traffic signals, and

WHEREAS, the City of Cottage Grove and the Oregon State Highway Department have jointly agreed to proceed with the modernization of this intersection, spliting the cost thereof 50% each, and

[illegible]

WHEREAS, it is necessary that the City authorize the signature of the Mayor and City Recorder on the agreement with the Department,

NOW THEREFORE, the Common Council of the City of Cottage Grove hereby authorizes the Mayor and City Recorder to sign the agreement with the Oregon State Highway Department for the improvement of the signals at the intersection of Ninth & Main in Cottage Grove.

Passed by the City Council and approved by the Mayor, June 30, 1969.

ATTEST:

Lois G. Howes
City Recorder

APPROVED:

Orlo Bagley
Mayor

Copy to
[illegible]
6-30-70

9031

RECEIVED
JUN 4 - 1970
FOR FILING

June 2, 1970

Mr. Frank C. Carlton
City Manager
City Hall
Cottage Grove, Oregon 97424

Dear Mr. Carlton:

This will acknowledge your letter of May 27 concerning the signal project at the intersection of Ninth and Main Streets in Cottage Grove.

It would have been preferable to have cut back the curb in the northeast corner of the intersection as the City had originally planned to do. However, inasmuch as it has proved to be impossible, it is believed that the location of the new pole will be such that there will be a minimum chance of it being struck by a truck negotiating the corner. As mentioned, bids for this project will be opened on June 4.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
C. T. Keasey (enc.)

VPJ:mk ja

ALL AMERICA CITY

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

NOTED
H. S. COX

May 27, 1970

OFFICE OF THE CITY MANAGER

Mr. H.S. Cox
County & City Division Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

Thank you very much for the notice of the bid for the resignalization of the intersection of the Goshen-Divide Highway (Rt. #99) and Cottage Grove's Main Street. The plans and specifications for this project have been reviewed by our City Engineer and the City Council was informed of the June 4th bids for this long overdue improvement project.

Unfortunately, our efforts to obtain additional right-of-way on the northeast corner of this corner have not been successful. One Councilman referred to the problem of large trucks taking this corner and being unable to avoid crossing the centerline of North 9th Street or from running their rear wheels over the curb of the corner in question. You might consider the suggestion of eliminating the sidewalk in the radius of this corner but I fear it would only increase the possibility of damage to the signal pole on that corner if truck drivers took advantage of the lack of a sidewalk on that corner. Hopefully a better solution will be an alternate route for truck traffic once our proposed Freeway Frontage Road is installed north from 19th Street and Main to the I-5 Interchange.

Sincerely yours,

Frank Carlton

Frank C. Carlton
City Manager

FCC:gm

cc: City Engineer Sinclair

Traffic Dept. this is a project
you people have been working
on - please acknowledge with
copy to Co-City Dept & Div. C.
Thanks
Don

RECEIVED
MAY 29 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

Oscar H. Nu

RECEIVED
APR 15 1970
FORM E-30 (12-67)
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 13, 1970

SUBJECT: Traffic Signal Revision
Ninth and Main Streets
Cottage Grove

To: Tom Edwards
Assistant State Highway Engineer
BUILDING

There is attached a copy of a letter from Frank C. Carlton, City Manager, Cottage Grove, asking that we revive the revision of the traffic signal installation at the intersection of Ninth and Main Streets in that city.

Clark tells me that one of the steel poles at this intersection was struck and damaged beyond repair and that at the present time a temporary unguyed wood pole is being used in its place. This pole is leaning a great deal. He also says that almost all of the equipment in this installation is badly in need of replacement. The Division would like to proceed with a new installation.

You will recall that this project was scheduled for the June 26, 1969 bid opening. The City had signed the agreement and the project was authorized. At the last moment Larry Rice, who was then City Manager, wrote in to the Division office asking for several changes and stating that the City was planning to cut back the curbs in the northeast corner of the intersection. The project was pulled and although several attempts were made to determine the City's plan for the curb cutback, they had no success. Subsequently, Rice left Cottage Grove and became City Manager of Albany.

It is recommended that we revive this project and advertise it for bids. The estimated cost at this time is approximately $10,000.

L. E. George
L. E. George
Assistant Traffic Engineer

LEG:mk

Attachment

Bud
No further authorization necessary
Proceed
[illegible] 4/14/70

STATE HIGHWAY ENGINEER

Original returned to Bud George 4/14/70

ALL AMERICA CITY

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

April 7, 1970

OFFICE OF THE CITY MANAGER

Mr. Glen L. Clark
Division Traffic Engineer
Highway Department
Roseburg, Oregon 97470

Dear Mr. Clark:

In reference to your telephone call of Friday, April 3, 1970 I talked to City Engineer, Roger Sinclair, and we concluded that as much as we would like to improve the turning radius on the SW and NE corners of the 9th and Main intersection we have had no luck getting any right-of-way so far and therefore we request that you re-budget, readvertise, and reconstruct the traffic signals at that intersection.

In addition, we request a resurvey of the traffic speeds on West Main Street from the central business district to the westerly city limits. It is our seat-of-the pants feeling that it should be 25 mph from the SP tracks to the bridge over the Coast Fork of the Willamette; 35 mph from "I" Street to the western city limits; and 45 mph outside of the City to the west.

Sincerely yours,

Frank Carlton

Frank C. Carlton
City Manager

FCC:gm

cc: City Engineer

AUG 6 1969

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1969

SUBJECT: Assignment 7661-A-EDW
No Parking Zone Signing
Goshen-Divide Highway
City of Cottage Grove

To:

7661a

Mr. Tom Edwards
Assistant State Highway Engineer

Building

With reference to your letter of July 18, to the Cottage Grove City Recorder, the field advises that the appropriate "NO PARKING" signs were installed July 28 on the Goshen-Divide Highway between the Woodson Bridge and the connector Highway to Interstate 5.

E. S. Hunter
Maintenance Engineer
By John W. Sheldrake
John W. Sheldrake
Maintenance Office Engineer

JWS:dkw

NOTED
TOM EDWARDS

RECEIVED
AUG 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1969
FOR FILING

9051

July 18, 1969

7661

Mrs. Lois Howes
City Recorder
City Hall
Cottage Grove, Oregon 97424

Dear Mrs. Howes:

This is in further response to your recent submission of Resolution No. 171 requesting establishment of a no-parking zone on the Goshen-Divide Highway between Woodson Bridge and the Connector Highway to Interstate 5.

We will proceed with the installation of the necessary signs to implement this resolution.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards ja.
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
E. S. Hunter (enc.) - Please have signs installed as per the attached copy of Resolution No. 171.

VPJ:ji ja

2

1031

RECEIVED
JUL 9 - 1969
FOR FILING

July 9, 1969

City of Cottage Grove
28 South 6th
Cottage Grove, Oregon 97424

Attention: Lois G. Howes
City Recorder

Gentlemen:

Thank you for the copy of Resolution No. 170 adopted by the City Council authorizing the Mayor and the City Recorder to sign the agreement for improvement of signals at Ninth and Main Streets.

This letter will also acknowledge receipt of your Resolution No. 171 requesting that a no-parking zone be established along the improved portion of Pacific Highway 99 in Cottage Grove from Woodson Bridge to the Connector Highway. In order that this resolution may have proper attention, I am forwarding it to the office of the State Highway Engineer.

Main's Loop Parking

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cr

bc: Mr. Forrest Cooper

RESOLUTION NO. 171

WHEREAS, that section of Pacific Highway No. 99 extending through the City of Cottage Grove from Woodson Bridge north to the intersection of the Interstate No. 5 Cottage Grove Connector has been widened and improved, and

WHEREAS, this section of the highway is now a four lane facility which meets the standards set by the Cottage Grove Comprehensive Plan and Capital Improvements Program adopted in 1968, and

WHEREAS, it is desirable that there be no parking along this section of the highway to disrupt the necessary and rapid flow of arterial traffic,

NOW, THEREFORE, the Common Council of the City of Cottage Grove, resolves and requests the Oregon State Highway Department to properly mark and designate no parking along the improved portion of Pacific Highway 99 in Cottage Grove from Woodson Bridge to the Connector Highway.

Passed by the City Council and approved by the Mayor, June 30, 1969.

ATTEST:

Lois G. Howes
City Recorder

APPROVED:

Orel Bagley
Mayor

RECEIVED
MAY 21 1969
FOR FILING

1031

H i

MISC. CONTRACTS and
AGREEMENTS No. 37294
4-22-69

April 25, 1969

Mr. Larry L. Rice
City Manager
City of Cottage Grove
City Hall
Cottage Grove, Oregon 97424

Dear Mr. Rice:

Attached for your files is a fully executed copy of an agreement for modernization of the traffic signals at the intersection of Ninth and Main Streets.

We have retained a fully executed copy for the Commission's files.

We trust we will receive a copy of the resolution or ordinance as requested in our letter to you of April 11 within a short time.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. B. Crandall
(conformed agreement attached)

RECEIVED
APR 11 1969
FOR FIL

April 10, 1969

Oregon State Highway Commission

Gentlemen:

An agreement has been prepared and executed with the City of Cottage Grove for the modernization of the traffic signals at the intersection of Ninth and Main Streets in Cottage Grove.

This agreement provides that the State shall do the work of the project with the City agreeing to pay one-half the cost, maintain the installation and pay for electrical energy. The total estimated cost of this modernization is $9,000. The State's share is to be taken from Minor Betterment Funds.

Your approval of the agreement and authority for the Secretary to sign is recommended.

This matter will be on the agenda for your consideration at the meeting of April 22.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

VPU:njc sr

bc: Floyd Query
Tom Edwards
V. D. Wolfe
C. H. Maison
F. B. Crandall
E. S. Hunter
J. J. Gix
C. T. Keasey

1031

RECEIVED
MAR 17 1969
FOR FILING

1

March 13, 1969

Mr. Larry L. Rice
City Manager
City Hall
Cottage Grove, Oregon 97424

7389

Dear Mr. Rice:

You will recall that for some time consideration has been given to the modernization of the existing traffic signals at the intersection of Ninth and Main Streets in the city of Cottage Grove.

There are attached two copies of a State-City agreement covering this work. You will note that the estimated cost of the work is now $9,000.

If the City still wishes to proceed with the project, will you please arrange for the signing of these agreements by the proper City officials and return them to me. We will then recommend their approval by the State Highway Commission, after which the City will be furnished with a fully executed copy.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (2)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
C. T. Keasey

VPJ:ji:mk/TE:Ja

9031

RECEIVED
MAR 17 1969
FOR FILING

2

March 13, 1969

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City Manager
City Hall
Cottage Grove, Oregon 97424

1389

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F. B. Crandall
H. S. Cox
C. T. Keasey

VPJ:ji:mk/TE:Ja

MEMO TO FILES

February 24, 1971

Re: City of Cottage Grove

RECEIVED
COUNTY & CITY SECTION
FEB 24 1971
☐ ~~ENGR.~~ ☑ COOR. ☑ OE ☑ ~~AE~~ ☒ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

On this date, Mr. Frank Carlton, City Manager, and one of the Cottage Grove councilmen, were in this office regarding highway matters in or adjacent to their City.

filed Lane Co.

I-5 - London Road Interchange being half-diamond for only north traffic from-to Cottage Grove, is of prime concern to the City and they would like consideration of full interchange construction at this location.

1. I told them as this section is completed, if anything was to be done, it most likely needed full concurrence of FHWA, State, City, County, etc., and in all events these type of improvements are normally at expense to local government. I believe they had been over this before as it didn't ~~phase~~ faze them.

The Goshen-Divide Highway #226 (US 99) is four-lane intermittent sections and they are desirous of improvement on the section between Main Street and Woodson Place to up-grade to four lane.

Main St - Woodson Place

1. I told them we were monetary embarrassed and it appeared some time before we would be entering into any of these cooperative projects due to the present backlog of such. They seemed in the interest of safety, capacity, etc., this was badly needed, so a letter will most likely be forthcoming via Region 3 in this regard.

   a. Mr. Keasey, please review and forward your recommendations on this.

file this

TOPICS was another concern and after a brief discussion in this regard, they will submit a Type II System and get on their way. The prime project was the revising of signals at Main and US 99 Intersection.

1. Mr. Keasey, I believe Region Traffic Engineer has done quite an investigation on this; perhaps he and TOPICS Engineer can coordinate these efforts on this.

H. S. Cox
County and City Engineer

By D. N. Harwell
D. N. Harwell
Coordinating Engineer

DNH:ljt

cc: F. B. Klaboe
F. B. Crandall
C. T. Keasey

RECEIVED
OCT 2 1971

~~FOR FILING~~
Const
Proj
Memo

Adm
Petitions
Lane

MEMO TO FILES, 3/18/65

Ninth Street Improvement
Goshen-Divide Highway
City of Cottage Grove

The mayor of Cottage Grove was contacted March 16, 1965, concerning proposed improvements to subject section. Several proposals, based on Mr. Tebeau's reconnaissance, were given the mayor for study on February 18, 1965.

The mayor indicated that the several proposals were well received by members of the Council and the planning commission and that particular interest was evidenced in the proposal to revise the basket weave intersection on the westerly side of the connection to the Cottage Grove interchange and four-laning Ninth Street as far south as Woodson Place.

Mayor Simpson was apprised of the participation required and that no commitments as to time or money could be made. It was further suggested that the city write a letter to the highway department requesting consideration of the project and indicating the city's ability and willingness to provide 25% of the costs.

The mayor indicated that he would discuss the matter with the planners and the Council. He intimated that the submission of any letter relative to the subject would await the arrival of their newly employed city manager who is due to take office ~~this week~~ Apr. 1.

R M Allison
R. M. Allison, Field Engineer
County and City Division

RMA:mm

cc: L. P. Shaw

RECEIVED
OCT 28 1971
FOR

MEMO TO FILES, 2/19/65

City of Cottage Grove
Goshen-Divide Highway

On 2/18/65, the Mayor of Cottage Grove was contacted pertaining to the proposed improvement of the Goshen-Divide Highway from the braided intersection to Main Street.

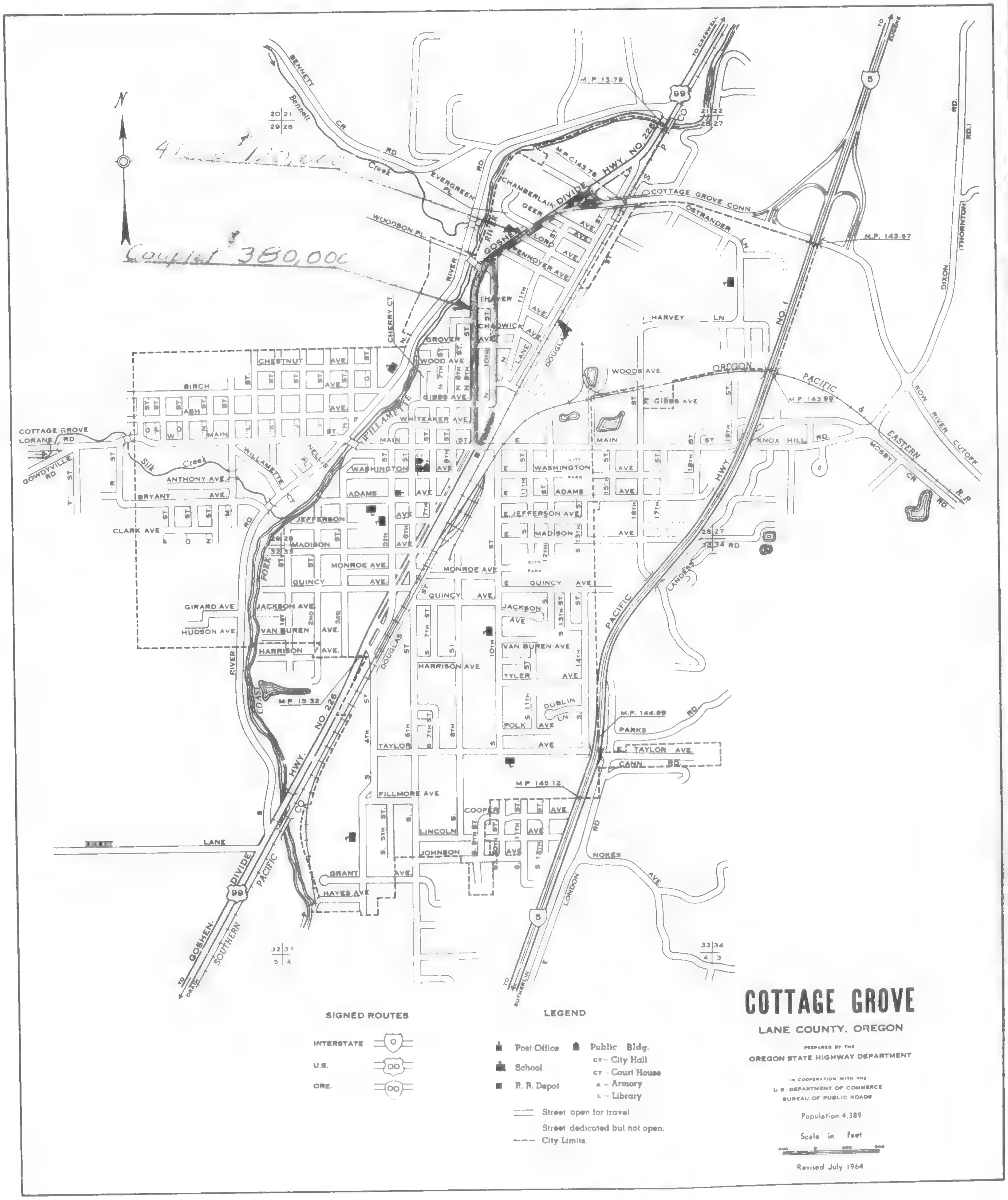
The several proposals set forth in Mr. Tebeaus' report of 12/18/64, were consolidated and indicated on a map (see attached) which was handed and explained to Mayor Simpson. There was common agreement that neither state nor city was in a financial position to pursue any of the proposals at this time.

It was explained to Mayor Simpson that the figures presented were strictly estimates and that the information had been requested by a member of the Lane County Planning Commission. The information was presented to the Mayor as a representative of the duly constituted officials of the City of Cottage Grove rather than to an advisory agency.

R.M. Allison
R. M. Allison, Field Engineer
County and City Division

RMA:eb

cc: Lloyd Shaw (w/attach.)
Frank Morgan(w/attach.)
Victor Wolfe(w/attach.)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Bennett Creek
TO CRESWELL
TO EUGENE
M P 13.79
M.P. C143.79
HWY. NO. 226
GOSHEN DIVIDE
CHAMBERLAIN
EVERGREEN PL.
WOODSON PL.
COTTAGE GROVE CONN
OSTRANDER LN
M.P. 143.67
DIXON
THORNTON RD.
HARVEY LN
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PENNOYER AVE
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TO SUTHERLIN
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SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
CY – City Hall
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L – Library
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R. R. Depot
Street open for travel
Street dedicated but not open.
City Limits.

COTTAGE GROVE

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,389

Scale in Feet
400 0 400 800

Revised July 1964

RECEIVED 904
OCT [illegible] 1971

FORM E-30 50M 7-64 SP*6229-734

FOR FILING
Const
Proj.
Misc

C. G.

Cross Referenced To:
adm
Petition
Lane Co

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1964

To: Mr. Lloyd P. Shaw
Ass't State Highway Engineer
BUILDING

SUBJECT: Proposed Ninth Street Imp.
City of Cottage Grove
Goshen-Divide Highway

In line with your letter of November 13, 1964 on the subject improvement, we have had a recon estimate of various plans developed, copy attached.

As pointed out in Mr. Tebeau's report, the plan outlined in Allison's letter improving Lane Street for north bound traffic would cost an estimated $270,000 and provide very little relief. The only reasonable solution is to construct one-way facilities on Ninth and Tenth with four-lanes north of the intersection of these two streets at an estimated cost of $400,000 including rights of way.

F. D. Morgan
Construction Engineer

by D. J. Barbee

D. J. Barbee
Ass't Construction Engineer

NOTED
LLOYD P. SHAW

DJB:ac
Attach.

RECEIVED OCT 29 1971

FORM E-30 50M 7-64 SP*6229-734

FOR FILING

Const

Proj.

Muni

C. G.

Cross Referenced To:

adms

Petition

Lane Co

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F. D. Morgan
Construction Engineer

by D. J. Barbee

D. J. Barbee
Ass't Construction Engineer

NOTED
LLOYD P. SHAW

DJB:oc
Attach.

9031

RECEIVED
DEC 9 - 1964

FOR FILING
Const
Projects
Muni

Cross Referenced
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Petitions
Lane Co.

Salem, Oregon
November 13, 1964

Proposed Ninth Street Improvement
City of Cottage Grove
Goshen-Divide Highway

Cottage Grove

Mr. F. B. Morgan
Construction Engineer

Attention: D. J. Barbee

The attached letter, a copy of which was directed to you at an earlier date, outlines a proposal for providing a relief artery between Main Street and the Goshen-Divide Highway north of the Cottage Grove connection. This is shown on an attached map as abutting the Southern Pacific railroad.

Please have a reconnaissance type evaluation made of this proposal after discussing the area at Cottage Grove connection with me.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:eajr

Attachments

cc Forrest Cooper
R. L. Porter

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1964

SUBJECT: 9th Street Improvement
Goshen-Divide Highway
City of Cottage Grove

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
OFFICE

On Thursday, November 5, 1964, a meeting with various members of the City of Cottage Grove City Council, Planning Commission, and Chamber of Commerce was held in the Cottage Grove City Hall at 8 p.m. Present were:

Mayor Morris, City of Cottage Grove
Mr. Coiner, City Engineer
Mr. Peterson, City Planning Commission
Mr. Almstead, County Planning
Mr. Ringling, Chamber of Commerce
Mr. Williams, State Highway Department
Mr. Sage, " " "
Mr. Allison, " " "

There were two main topics of discussion concerning improvement of the Goshen-Divide Highway through Cottage Grove, viz; widening and curbing the Goshen-Divide Highway (North 9th Street) from the Cottage Grove connection to Main Street and improvement of the intersection of the Cottage Grove connection and the Goshen-Divide Highway.

North 9th Street has 50 feet of right of way and the block between Main Street and Gibbs Avenue is curbed and paved to a width of 30 feet. The remainder of Ninth to the intersection is an open ditch section with 30 feet of pavement and variable shoulder widths. Traffic varies from an ADT of 5,500 at the intersection to 7,400 at Main Street. Thus it would appear that 9th Street is operating at or above capacity north of Main Street. Comparison of 1962 and 1963 traffic figures shows an increase of 12%/year.

The restricted right of way on North 9th Street effectively prevents widening this street to a four lane section without extensive right of way acquisition. The culture in the first block of Ninth Street north of Main Street is a bottleneck which must be removed before any consideration can be given to four laning this section.

NOTED
LLOYD P. SHAW

NOTED
LLOYD P. SHAW

Of Course, increasing the capacity of 9th Street will have an adverse affect on the intersection at the Cottage Grove connection. This intersection is operating at capacity. It provides very little storage for Creswell bound traffic and the sight distance for inbound traffic from the interchange area is very poor. Additional traffic will probably overload this intersection and result in an appreciable accident rate. Revision of this intersection to provide a greater capacity is a matter of acquiring more property to the south to provide adequate storage for Creswell traffic and permit free movement of interchange bound traffic.

One unique solution to the Goshen-Divide Highway traffic problem on 9th Street is indicated in red on the attached map. This approach would require considerable right of way acquisition but it would afford north bound traffic on U.S. 99 a one-way movement and would relieve some of the pressure on the intersection.

There was some agitation for a full interchange at Divide but it was pointed out that Cottage Grove has, in effect, two interchanges whereas cities the size of Eugene and Salem have but three.

The City proposed connecting Landess Road and London Road as shown in brown on the attached map. It was recommended that the County be contacted along these lines and that the State would cooperate where feasible.

It was pointed out to the City that improvement of 9th Street along the existing pattern would result in very little benefit to the State as the traffic capacity would not be improved appreciably. In that connection, it was suggested that a 50-50 project would probably be in order.

As of this writing, no estimates are available on any of the proposed improvements. It would appear that there are three possible solutions:

1) Curb and widen 9th Street within existing right of way and improve intersection.

2) Acquire additional right of way and curb and four lane from Main to intersection. Improve intersection.

3) Provide one-way traffic via Lane Street for north bound U.S. 99 traffic. Route freeway bound traffic via existing Goshen-Divide Highway. No improvement to intersection required.

The city representatives were informed that Council action would be necessary before any decision could be made by the State Highway Department. Furthermore, no commitment could be made and that funds were not currently available.

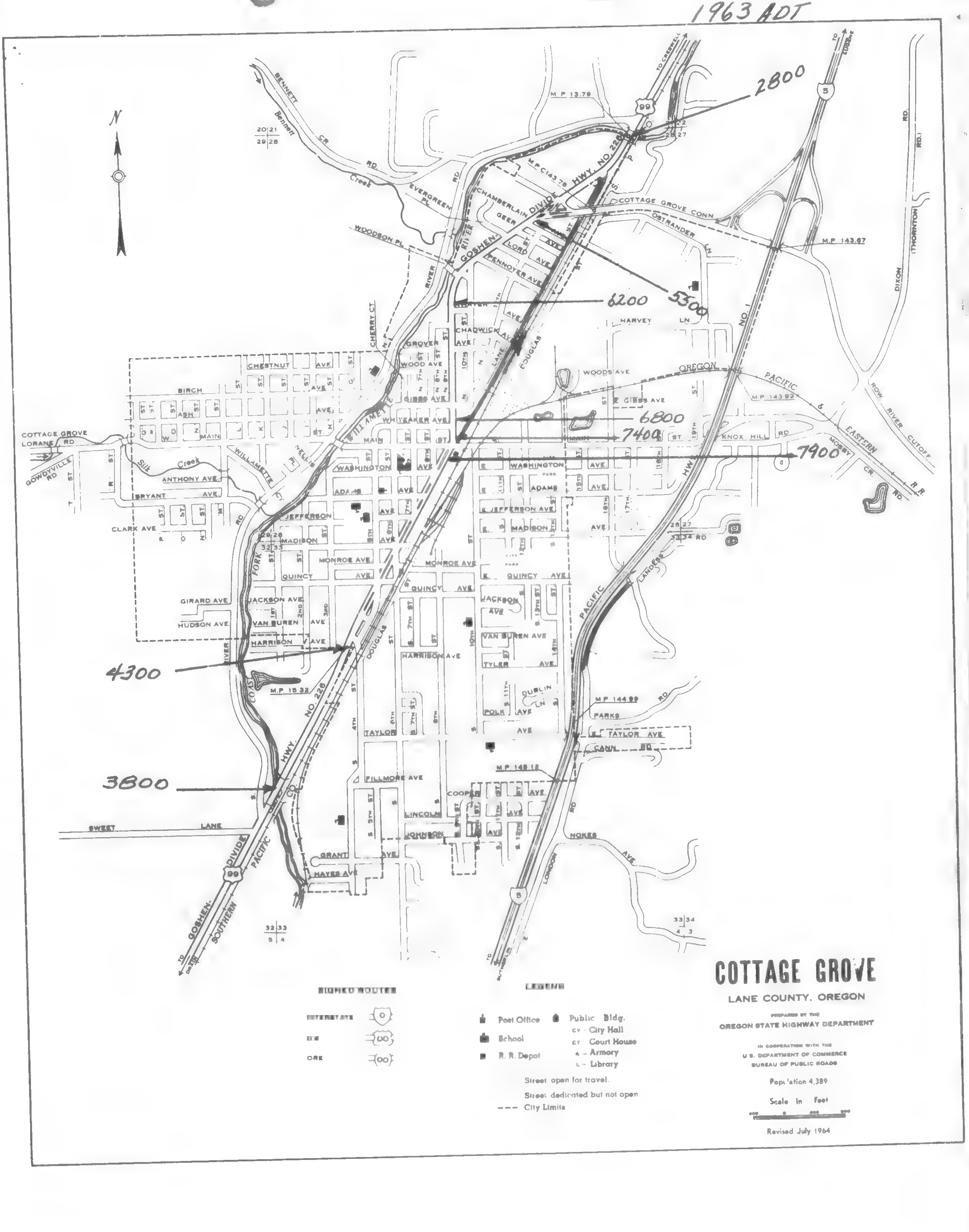
RM Allison
R. M. Allison, Field Engineer
County and City Division

RMA:eb

cc: Frank Morgan
L. R. Chandler
D. J. Sage

RECEIVED
NOV 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

1963 ADT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TO EUGENE
TO DRAIN
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M.P. 145.12
M.P. 15.32
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GOSHEN-DIVIDE HWY. NO. 226
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SIGNED ROUTES

INTERSTATE
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ORE

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY - City Hall
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Street open for travel.
Street dedicated but not open
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COTTAGE GROVE

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,389

Scale in Feet

Revised July 1964

1031

FORM E-60 80M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1964

NOTED
R. M. ALLISON

NOTED
H. S. COX

NOTED
DON HARWELL

SUBJECT: Ninth Street North
City of Cottage Grove
Goshen-Divide Highway

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
OFFICE

NOTED
P. B. Arensmeier

The Mayor of Cottage Grove was contacted concerning that City's request for a cooperative project through subject section. Mayor Morris was not too familiar with the use of highway funds on city streets and had a general idea that the highway department was responsible for considerably more street reconstruction than is the case. The Mayor was interested in much more than Ninth Street.

It was suggested to Mayor Morris that a conference with some of his leading advisors might be in order so as to clarify the role of the Highway Department insofar as city streets and highways through cities is concerned.

Mr. Sage, DMS Eugene, was consulted on this matter and he concurred that such a conference might be in order so as to pinpoint the City's desires and to indicate those items which are possible and those which are not. The usual stipulations will be made as to

1) No commitments as to time or funds,
2) Dealings with Council only,
3) Strictly informal atmosphere for planning purposes only.

With your permission, a conference will be arranged to include a representative of the Division Office, the DMS, County-City Division, the Mayor, two city planners, and a member of the Chamber of Commerce.

R M Allison
R. M. Allison, Field Engineer
County and City Division

RMA:eb

cc: L. R. Chandler
D. J. Sage

RECEIVED
OFFICE
STATE HIGHWAY ENGINEER

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NOV 4 1964
ENGINEER
COUNTY & CITY DIVISION

Permission granted —
Keep to 3 points listed above.
Shaw

9031

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OCT 8 - 1964

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Projects
Muni - Cottage Gr.

Cross Referenced To:

Lane Co

Salem, Oregon
October 6, 1964

Ninth Street North
City of Cottage Grove
Goshen-Divide Highway
Lane County

Mr. H. J. Cox
County and City Engineer

Earlier this year, a petition was received requesting improvement of the Goshen-Cottage Grove Highway from Gibbs Street northerly to Tenth Street. Mr. Chandler referred the matter to D. J. Sage, who reported to Mr. Chandler by letter dated July 24.

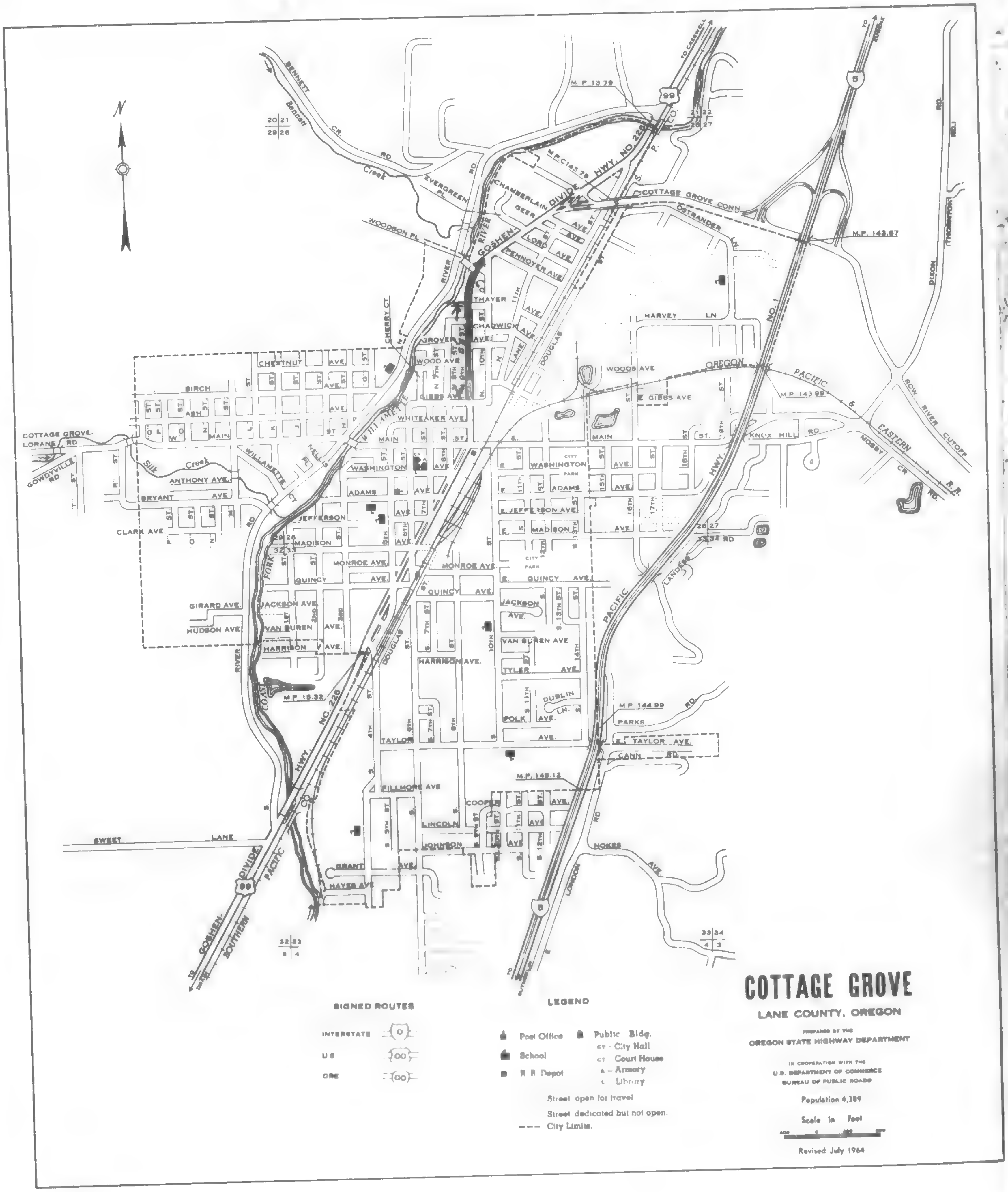
According to the Sage report the existing right of way is 50 feet wide from Gibbs Street north to the beginning of a curve to the right; from that point to the intersection with Tenth Street, the width is 60 feet. Present pavement width averages about 30 feet. Traffic volume is approximately 7000 near the southerly end of the section and roughly 5500 at the northerly end. A couplet has not been recommended by the Division for the immediate future, but they regard it as "inevitable" at some later date.

Suggested improvement would be a 38-foot curbed section with storm sewer. An overlay of existing pavement would be necessary. The project has been estimated by the Division and by Urban Design with fair agreement. The total cost as per Urban Design would be $54,000, of which curbs and drainage would be $32,000.

Please contact the City at your convenience and inquire as to its interest in a project. It appears that the City's interest may be more along lines of drainage improvement and curbing. Would the City be interested in construction of storm drain and curbs if other items were done by State? There is no certainty this could be included in next year's construction program but would receive consideration.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:r.jw
cc Forrest Cooper
R. L. Porter
John Oakes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SIGNED ROUTES
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Public Bldg.
CY - City Hall
CT Court House
▲ - Armory
L Library
Street open for travel
Street dedicated but not open.
--- City Limits.
Scale in Feet
400 0 400 800

COTTAGE GROVE

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,389

Revised July 1964

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1964

SUBJECT: Ninth Street North, Cottage Grove
Goshen-Divide Highway
Lane County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

Attached is a file of correspondence and estimates for improvement of North Ninth Street (Goshen-Divide Highway, old Pacific Highway) in Cottage Grove from Gibbs Street north to Tenth Street.

It is my understanding that a petition was presented to the Council requesting curbs and drainage (which the City could provide by the Bancroft method). It has been suggested that we might pave the strip from our present pavement out to the curbs, and possibly overlay the existing street, if the City took care of the curbs and storm sewers.

The existing street averages 30 feet in width and has 5-foot sidewalks most of the distance in a 50-foot right of way. The best that can be done would be a 38-foot curbed section, adjusting some of the sidewalks vertically.

Urban Design estimate, attached, agrees basically with the field estimate and would break the costs of curbing and drainage (City portion?) at $32,000, and widening including half sole of the existing pavement (State portion) at $22,000. (No field estimate was made for the drainage, only in Urban Design, as attached.)

No attempt was made to develop a couplet at this time. Tenth Street, oneblock north, could possibly be used but turns on or near Gibbs would require expensive right of way and the street would have to be improved full length. The petitioned improvement would still be requested on North Ninth.

The existing right of way on Ninth Street does not allow ready construction of adequate width of even a standard 2-lane street (44-foot section), and the proposed 38-foot section is all that can be obtained without buying right of way. If the section was to be widened in the future, only the curbs and the minor work adjusting some of the sidewalks would be thrown away.

F. D. Morgan
Construction Engineer

By
ADOlson
A.D. Olson
Urban Engineer

ADO:jp

Attach

RECEIVED
OCT 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

7031

1

RECEIVED
AUG 12 1964
FOR FILING

Const
Projects
Misc
Cottage Gr.

Salem, Oregon
August 11, 1964

Mr. F. D. Morgan
Construction Engineer

Attention: D. J. Barbee

The attached material regarding a requested improvement of the Goshen-Divide Highway in Cottage Grove, includes an estimate for curbing and overlaying a section of Ninth Street.

Please check the estimated cost and, also, the feasibility of developing a couplet.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1964

SUBJECT: Report on Cottage Grove Petition to Improve Ninth Street North

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Reply is made regarding a letter received from Mr. Herbert W. Lombard Sr. of 316 North Ninth Street, Cottage Grove, Oregon. Attached is a report from Mr. D. J. Sage, District Maintenance Superintendent at Eugene, a set of pictures showing condition of Ninth Street and a letter from Mr. Carl M. Williams, Assistant Division Engineer at Roseburg.

I recommend that this information be handed to Mr. Cox of County City Department, if it is you decision to make any improvement to Ninth Street as petitioners request.

F. D. Morgan
Construction Engineer

FDM:fp
Enc.
cc L. R. Chandler

RECEIVED
AUG 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 5, 1964

SUBJECT: Report on Cottage Grove Petition to Improve 9th Street North

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Today Mr. Sage and I looked at the subject section of the Goshen-Divide Highway in Cottage Grove.

We would place a 38' wide curbed section from Gibbs Street North to the curve and still retain the sidewalks, except that some sidewalks would have to be adjusted vertically. With 38' wide and parking we are still left with a two way facility with a travel lane in each direction. With 38' wide curbed section without parking, we have three lanes of travel.

The 6800 ADT does not warrant a four lane facility especially in a congested area.

I agree with Mr. Sage that the petitioners want curbs and storm sewers which the City could grant by the Bancroft Method. We could then extend the surfacing to the curbs and stripe for a wide two lane section. If and when the ADT reaches 8500 to 10,000 we would already have one leg of the inevitable one-way couplet in passable condition.

Mr. Sage's report is attached.

Carl M. Williams
Assistant Division Engineer

CMW/crd
Attach.

CONSTRUCTION DIVISION
AUG [illegible] 1964

FORM E-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
July 24, 1964

SUBJECT: Cottage Grove Petition for Improvement of 9th St. North (Goshen-Divide Highway)

To: L. R. Chandler
Div. Engineer

Attn: Carl Williams

Reference is made to a petition signed by 36 people of Cottage Grove and presented to the Mayor and Common Council requesting certain improvements to North Ninth Street from Gibbs Street North to 10th street. This is the route of our Goshen-Divide Highway (old Pacific) in Cottage Grove.

770 50
748 50
22 00
[illegible]

The section in question extends from Station 748+50 to Station 770+50 a distance of about 1900'. The right of way width on 9th Street is 50' and on the curve the width is 60'. The section from Grover Ave. to Gibbs is curbed, the width between curbs being 30'. From Grover Ave. north to 10th street there are no curbs. There are 5' concrete sidewalks on both sides from the south end of the curve, at Station 753+97, to Gibbs. Pavement width on entire section in question averages 30 feet. The average ADT count is about 6800 vehicles.

I have discussed the matter of this street improvement with the City Engineer Coiner on several occasions during the past year. He thought perhaps, that the City might install curbs and drainage facilities if the State would pave the entire street. I suggested that we only pave the strip between the edge of the present pavement and the proposed curb. Mr. Coiner said he would look further into the matter and that is the way it has remained until now.

Because of the narrow right of way width (50'), and the necessity for a sidewalk on each side it is doubtful if we can do any work that would increase the traffic capacity on this section. I am of the opinion that the present pavement is sufficiently wide to satisfy the present traffic needs and that the chief concern of the Petitioners is for pavement and curbs to control the runoff during the winter months.

A rough estimate of cost to install Type A curbs and pave intermediate strip is about $28,000. If an overlay is included to cover the entire street an additional $7000 will be needed.

The attached sketch shows, in red, the section requested for improvement. The pictures show present conditions of the shoulders, walks, parking strips and etc.

DJS/fg

Encl:

D. J. Sage
Dist. Maint. Supt.

Form E-49—30M—6-50

Lane Co.

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Cottage Grove 9th St Imp [illegible]

[illegible]

[illegible] - [illegible]

38' curbed section

	ITEM		Unit	[illegible]	[illegible]	[illegible]	[illegible]
1.	Curb Removal		Lin Ft.	[illegible]	1130	1.00	$ 1130.
2.	Gen Exc.		Cu. yd.	[illegible]	[illegible]	[illegible]	[illegible]
3.	Type A Curb		Cu. yd.	[illegible]	[illegible]	[illegible]	[illegible]
4.	Coarse Mt'l in Base		Cu. yd.	1173	1290	3.00	3870
5.	3/4-0 Mt'l in Base		Cu. yd.	[illegible]	[illegible]	[illegible]	361
6.	4" A.C.		Tons	365	402	8.00	3216
7.	2" A.C. (Half Sole)		Tons	685	754	8.00	6032
8.	A.C. for Feathering		Tons	29	32	8.00	256
9	Agg in Binder		Tons	87	96	5.50	528
10	Asph in Binder		Tons	11	12	60.00	720
11	Sprinkling		M-Gal	32	35	3.00	105
12	Drainage (See Teel's Est)						15219
							$ 45,175.
					+ 20% Est.		9025.
							$ 54,200.

Widening	$ 11,176	+ 20%		$ 13,400
Curbs	11,500	+ 20%	=	13,800
Half Sole	7280	+ 20%	=	8,700.
Drainage	15,219	+ 20%	=	18,300.
				$ 54,200.

Form [illegible]-49—30M-

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

[illegible]

9-1-[illegible] [illegible]

[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]		[illegible]	[illegible]	[illegible]	915	3.30	[illegible]	
8" [illegible]	[illegible]	Lin. Ft.	900		990	2.50	[illegible]	
12"	[illegible]	Lin. Ft.	1400		1540	3.00	4620	
Manh[illegible]	[illegible]	Ea.	5	1	6	20.00	[illegible]	
Catch basin		Ea.	12		12	100.00	[illegible]	
[illegible]		[illegible]	[illegible].00		[illegible]	[illegible]	[illegible]	
							15[illegible]	

Form E-106—10M—3-63
State Printing 49774

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ....

Made by ...., 19........ Checked by ...., 19........ Backchecked by ...., 19........

1900 X 38 = 72,200 ft²

= 1.66 Acres

1.66 × 9 = 15 [illegible] 12" pipe

(1900 ÷ [illegible]) + 1 = 5 Manholes

(19.00 ÷ 3) X 2 = 12 catch basins

8" pipe = 6 X 40 = 240 ; CB line's

= 6 X 10 = 60

= 600 main

Total 900'

12" pipe = 1300 ; main

100

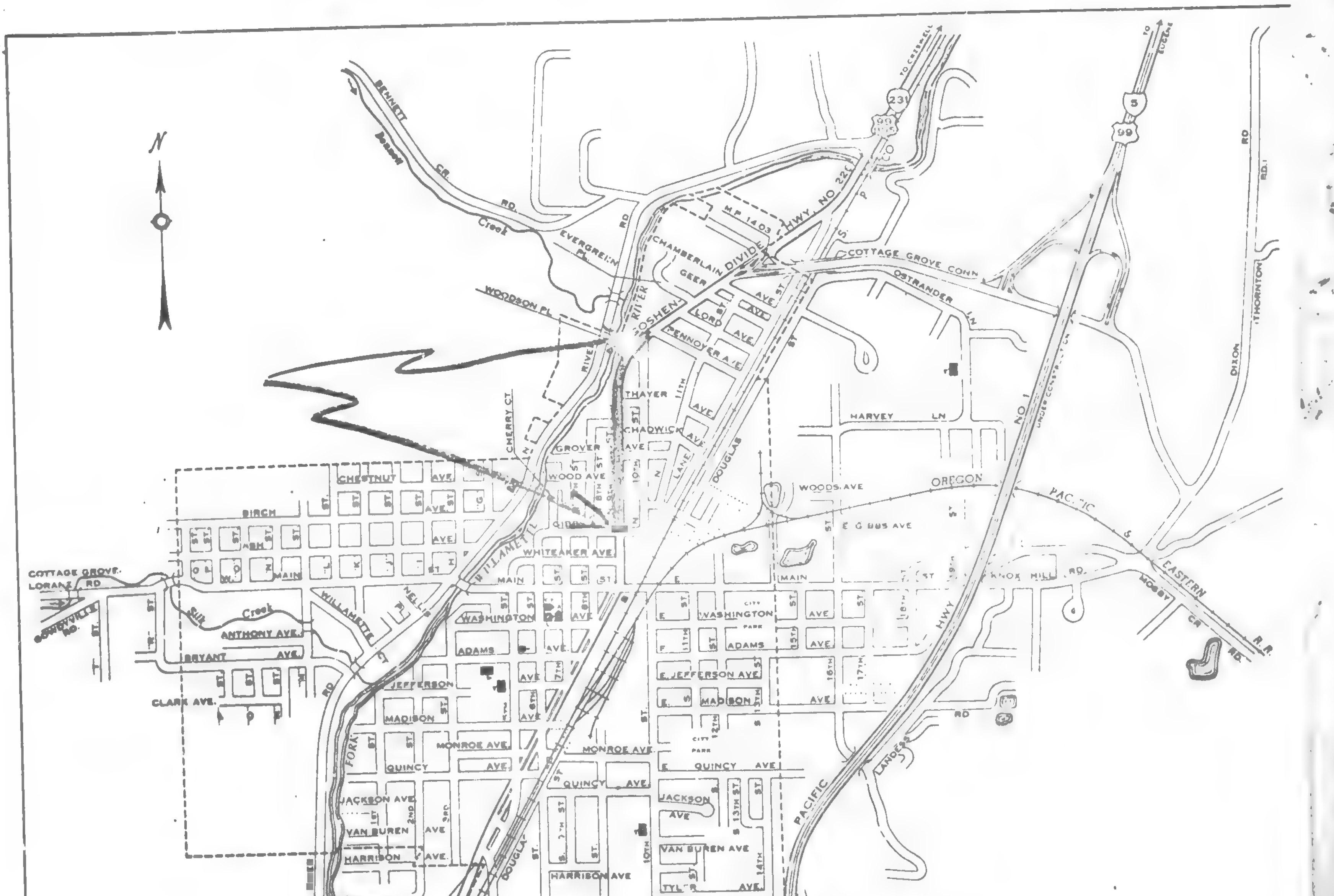
Total 1400'

Drainage X = 900 X 3 X 0.0666 = 180

1400 X 4.5 X 0.0815 = 513

693

+ 20% 832 CY


N
SIGNED ROUTES
INTERSTATE 5
U.S. 30
ORE. 22
LEGEND
Post Office
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel.
Street dedicated but not open.
City Limits.
BENNETT CR. RD.
EVERGREEN PL.
WOODSON PL.
CHAMBERLAIN
GEER
LORD
PENNOYER AVE
GOSHEN-DIVIDE HWY NO. 226
M.P. 14.03
COTTAGE GROVE CONN
OSTRANDER LN
HARVEY LN
THAYER AVE
CHADWICK AVE
GROVER AVE
CHERRY CT
CHESTNUT AVE
WOOD AVE
BIRCH AVE
ASH AVE
WOODS AVE
OREGON PACIFIC & EASTERN R.R.
E. G. BUS AVE
WHITEAKER AVE
MAIN
KNOX HILL RD.
COTTAGE GROVE–LORANE RD
WASHINGTON AVE
ANTHONY AVE.
BRYANT AVE.
ADAMS
JEFFERSON
E. JEFFERSON AVE
CLARK AVE.
MADISON
MONROE AVE.
QUINCY AVE
JACKSON AVE
VAN BUREN AVE
HARRISON AVE.
TYLER
POLK AVE.
TAYLOR AVE.
E. TAYLOR AVE.
CANN RD.
FILLMORE AVE.
COOPER AVE.
LINCOLN AVE.
JOHNSON AVE.
GRANT AVE.
HAYES AVE.
NOKES AVE.
SWEET LANE
LANDESS RD
PARKS
M.P. 15.32
M.P. 174.99
M.P. 145.12
COAST FORK WILLAMETTE RIVER
SOUTHERN PACIFIC
PACIFIC HWY NO. 1
LONDON RD.
DOUGLAS
DIXON RD.
THORNTON RD.
MOSBY CR. RD.
UNDER CONSTRUCTION
TO CRESWELL
TO EUGENE
TO ROSEBURG
TO GOSHEN
5
99
231

COTTAGE GROVE

LANE COUNTY, OREGON

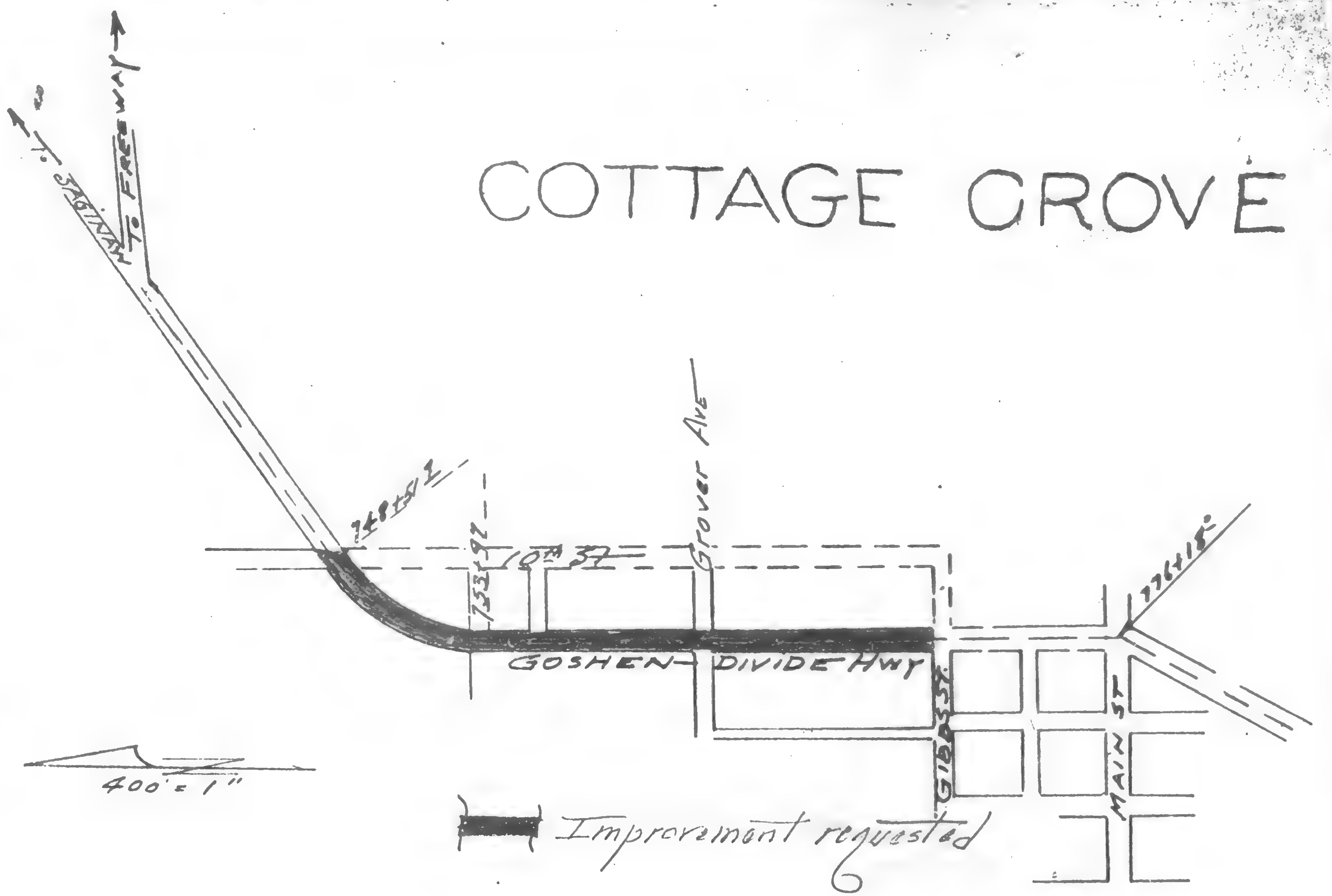
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,099

Scale in Feet

March 1 1962

COTTAGE GROVE


To SAGINAW
To FREEWAY
748+51
753+97
10th ST
Grover Ave
GOSHEN-DIVIDE HWY
GIBBS ST.
MAIN ST
776+15
400' = 1"
Improvement requested

RECEIVED
JUN 16 1964 9031

OR FILING

June 15, 1964

Lombard, Lombard & Williams
Attorneys at Law
Lombard Building
Cottage Grove, Oregon 97424

Attention: Mr. Herbert W. Lombard, Sr.

Gentlemen:

This will acknowledge your letter of June 12 to which was attached a petition signed by 36 people to the officials of the City of Cottage Grove and the State Highway Commission requesting an immediate study and investigation for improving North 9th Street, which is a part of the old Pacific Highway.

I am forwarding your letter and the petition to Mr. Forrest Cooper, State Highway Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc Forrest Cooper

Cottage Grove, Oregon
June 12, 1964

Mayor and Common Council
City of Cottage Grove
City Hall
Cottage Grove, Oregon - 97424

Oregon State Highway Commission
State Highway Building
Salem, Oregon - 97310

Gentlemen:

I am enclosing herewith on behalf of the residents and property owners adjoining North Ninth Street, extending from Gibbs Avenue North to the intersection of said street, with the west boudary of North Tenth Street, Petition wherein it is requested that an immediate study and investigation be made as to methods to be taken for improvement of said Ninth Street, which is a portion of the old Pacific Highway and is being used as a State Highway.

We call to your attention the fact that the traffic on said street is increasing rapidly, which with the present condition of the street creates a dangerous and hazardous condition.

It is our belief that immediate steps should be taken to remedy the situation by the Highway Commission and the City of Cottage Grove.

Trusting that you will give this matter your very prompt attention, I am

Very truly yours,

Herbert W. Lombard, Sr.
316 North Ninth Street
Cottage Grove, Oregon - 97424

Encls.

TO: Mayor and Common Council of the City of Cottage Grove, Oregon and Oregon State Highway Commission of Salem, Oregon.

We, the undersigned, being residents and property owners adjoining North 9th Street and extending from Gibbs Avenue North to the intersection of said street with the west boundary of North Tenth Street, hereby petition that an immediate study and investigation be made as to methods to be taken for improving said North 9th Street, which is now a part of old Pacific Highway. The traffic on said street is increasing rapidly, which creates dangerous and hazardous conditions on said street..

Name	Address
Herman H Pfiff	906 Grover Ave.
M. L. Wells	441 N. 9th St.
Dorothy Wells	441 N. 9th St.
G R Sears	596 N 9 St
Emma Sears	596 N 9 St.
Floyd Croxell	630 N 9 "
	" " "
Anna Croxall	" " "
C C Roseman	806 N 9th
Forrest Woods	914 N 9th St
Amelia B. Woolfe	743 N 9th
John Maulding	727 N 9th
Dora B Maulding	
Lona [illegible]	620 N 9th
[illegible]	6[illegible] N 9th
Margaret S Pfiffer	[illegible] Grover Ave.
Stephen H Bennett	410 No. 9th St.
Genevieve R F Bennett	[illegible] N. 9th St.

State Highway Commission of Salem, Oregon.

We, the undersigned, being residents and property owners adjoining North 9th Street and extending from Gibbs Avenue North to the intersection of said street with the west boundary of North Tenth Street, hereby petition that an immediate study and investigation be made as to methods to be taken for improving said North 9th Street, which is now a part of old Pacific Highway. The traffic on said street is increasing rapidly, which creates dangerous and hazardous conditions on said street..

Name	Address
Herman H Pfeiff	906 Grover Ave.
M. L. Wells	441 N. 9th St
Dorothy Wells	441 N. 9th St.
G. R. [illegible]	[illegible] N 9 St
[illegible] Sea[illegible]	[illegible]
Floyd Crosell	630 No 9 "
	" " "
Nina Crosall	" " "
C C Roseman	806 N 9th
Forestmwoods	914 N 9th St
Amelia B. Woolfe	743 N 9th
John Maulding	727 N 9th
Dora B Maulding	
Leona L. Veatch	620 N 9th
Samuel P R Veatch	620 N. 9th
Margaret S Pfeiffer	906 Grover Ave.
Stephen H Bennett Sr	410 No. 9th St.
Genevieve F Bennett	
Walter D Smith	640 No 9th St
William F. Githens	337 No 9th
Lorraine Githens	337 N 9th

1979 Elm St.-34th Ave.(Albany) 9032
Sec., Albany-Junction City Hwy.
(Grade, pave & signals)

C+A 6909 2-14-79

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Douglas S.Coats, Inc. No. 9143	Willow Cr. Br. (Heppner) Morrow County	May 8, 1981
Columbia Pacific Construction Co. No. 9035	Molalla River (Goods) Bridge Clackamas County	May 8, 1981
Babler Bros., Inc. No. 9055	Zigzag River-Ski Bowl Frontage Road Clackamas County	May 8, 1981
Hamilton Electric,Inc. No. 9088	Klamath Falls-Lakeview Hwy. @ Avalon St. Klamath County	May 11, 1981
East County Electric Co. No. 9104	CBD Signal System Expansion (Portland) Multnomah County	May 11, 1981
Roy E. Ladd,Inc. & Carl R. McConnell No. 8808	SE Yamhill St.-SE Powell Blvd. Multnomah County	May 12, 1981
Coral Const. Co. No. 9082	E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy. Multnomah County	May 13, 1981
Wildish Corvallis Construction Co. No. 9032	Elm St.-34th Ave. (Albany) Linn County	May 15, 1981
Wagner Const. Co. No. 9122	Justice Center, Phase 1 Multnomah County	May 20, 1981
Tice Electric Co. No. 9140	Clackamas Hwy. @ Freeman Ave. (Milwaukie) Clackamas County	May 21, 1981
Select Contractors,Inc. No. 9184	Lane Co. Pavement Marking Project #3 Lane County	May 28, 1981

Contractor and Contract No.	Section & County	Acceptance Date
J. C. Compton Co. No. 9022	Twin Meadows Rd.-Santiam Jct. Linn County	May 29, 1981
Poe Asphalt Paving,Inc. No. 9116	Bully Cr. Rd.-Ritter Jct. Grant County	June 1, 1981
W. R. Grasle Co. No. 8711	SW Pine St.-SW Madison St. (Portland) Multnomah County	June 4, 1981

June 4, 1981 C T Keasey

C. T. Keasey
Asst. State Highway Engineer

#9032

L.

May 21, 1981

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9032

Gentlemen:

Contract No. 9032 awarded to Wildish Corvallis Construction Co. for work on the Elm Street-34th Avenue (Albany) Section of the Albany-Junction City Highway in Linn County was completed on February 13, 1981 and accepted by the State Highway Division on May 15, 1981.

Final payment in the amount of $644.98 will be released to the contractor after May 26, 1981. The total contract amount is $206,690.40 including $2,791.13 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert V. Gormsen
COMMISSION SERVICES

jas
cc: Wildish Corvallis Construction Co.
4885 N. E. Highway 20
Corvallis, OR 97330

bc: C. T. Kaasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

9032

2.

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: May 15, 1981

FROM: C. T. Keasey CT Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of May 15, 1981.

Contract 9032 On Site Work Substantially Completed November 17, 1980

All Work Completed February 13, 1981

Project Elm St.-34th Ave. (Albany)

Highway Albany-Junction City

County Linn

Type of Work Grading, Paving & Structures

Contractor Wildish Corvallis Construction Co.

RDC:mk

cc: H. S. Coulter
R. D. Church

Surety written
5-21-81

9032

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 12, 1980

In Reply Refer to
File No CON 5 #9032

Wildish Corvallis Construction Company
Post Office Box 987
Corvallis, OR 97330

NOTED
H.S. COULTER

Re: Time Extension Request
Elm St.-34th Ave. (Albany)
Contract No. 9032

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 22 calendar days is granted due to delays resulting from the performance of extra work under Extra Work Orders 1 and 2 and Price Agreements 2 and 3.

This will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter
C. O. Fredrickson
Jack Martin
Robert Church

RECEIVED
STATE HWY ENGR
DEC 12 '80
REFER TO
FOR

Info	Inves	R/D	D	Sign	Act	File

Form 734-3122

9032

L.

FORM 734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: FINAL REPORT
Elm St. - 34th Ave. (Albany)

WEEK ENDING: August 2, 1980

SECTION PREFIX: 22-1143

HIGHWAY: Albany-Junction City

COUNTY: Linn

NAME OF JOB: Elm St. - 34th Ave. (Albany)

KIND OF WORK: Grading, Paving & Signals

CONTRACTOR: Wildish Corvallis Const., Co.

CONTRACT NUMBER: 9032

FEDERAL AID PROJECT NUMBER:

DATE OF CONTRACT: October 17, 1979

DATE WORK STARTED: February 8, 1980

COMPLETION DATE: July 11, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 250

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 253

PERCENT OF TIME ELAPSED: 101

PROJECT AUTHORIZATION: $ 228,167.76

EXCLUSIVE OF ENGINEERING: $ 210,075.16

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 198,500

ESTIMATED PERCENT: UNDERRUN 5.5 %

ENGINEERING AUTHORIZATION: $ 18,092.60

ENGINEERING COST TO DATE: $ 20,000.00

PERCENT OF AUTHORIZATION: 111 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

DATE PROJECT WAS COMPLETED: July 11, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.28	0.28			0.28
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.28	0.28			0.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,196 CY	3,900 Ton			2,150 Ton
TOTAL QUANTITIES CORRECTED TO DATE	794	3,700			2,021
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	794	3,700			2,021 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: ___backhoe, ___blade, ___paver, ___dozer, ___end dump, ___mixer truck, ___roller, ___curb extruder, ___tack cart, ___truck-mounted crane

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27		0		
MONDAY 28		0		
TUESDAY 29		0		
WEDNESDAY 30		0		
THURSDAY 31		0		
FRIDAY 1		0		
SATURDAY 2		0		

RECEIVED
AUG 4 1980
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Sions

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT

Semi-final will be submitted August 8, 1980

A few items of extra work are being considered by Region 2 and Construction Section.

SIGNED JHMartin LOCATION Albany

J. H. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

September 21, 1979

City of Albany
City Hall
Albany, Oregon 97321

Attn: D. Gary Holliday
City Recorder

Gentlemen:

On September 20, 1979, a satisfactory bid was received from Wildish Corvallis Construction Co., P.O. Box 987, Corvallis, Oregon 97330 for channelization of the Elm Street - 34th Avenue Section of the Albany-Junction City Highway and installation of traffic signals at 29th Avenue in Linn County. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$196,328.86
Permanent Signing	$ 750.00
Permanent Pavement Striping	1,000.00
Temporary Pavement Striping	1,000.00
Roadside Seeding & Mulching	500.00
Signal Controller Testing (Engineering)	1,000.00
Bikeway Striping and Stencils	350.00
Furnish Mailbox Posts	100.00
4 1/2% Contingencies	9,046.30
9% Engineering	18,092.60
ESTIMATED TOTAL COST	$228,167.76

City's Advance Deposit: say $60,000.00.

Within 30 days following the opening of bids for construction of the project, City shall deposit with State the sum of $60,000, said amount being considered as the remainder of City's agreed total share of costs for the project.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 12, 1979.

Awarded.
10-17-79
ok to file
H

Please make your check for $60,000.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FVM:pf

bcc w/AD # 683: Phil Stearns, Region 2 Federal Aid Specialist
Vern Skoog - Please return completed AD # 683 when check is received.

1032

Section Elm St. - 34th Ave (Albany) Sec Programming Estimate $ ____________

Highway Albany - Junction City Highway Project Length 0.29 miles

County Linn Completion Time 250 Cal. Days

Kind of Work Grading, Paving and Signals Est. Comp. Date ____________

Prefix 22-1475 Letting Date Sept 20, 79 Project No. State/City

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount			$ 210,234 50
Anticipated Additional Items:			
Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing	x	750	
Permanent Pavement Striping	x	1,000	
Temporary Pavement Striping	x	1,000	
Remove Pavement Striping (Exist. & Temp.)			
Temporary Erosion Control			
State Furnished ____________			$ 4700 00
Roadside Seeding & Mulching		500	
Asphalt Cement Adjustment			
On the Job Trainees			
State Responsibility for Damages			
Signal Controller Testing (Engineering)	x	1,000	
Bikeway ~~Signs~~ striping and Stencils	x	350	
Furnish Mailbox Posts	x	100 00	
Adjust Utilities:			
____________			
____________			
____________			
____________			
____________			
Subtotal			$ 214,934 50
Contingencies (4-1/2%)			9,672 05
Engineering (~~8~~, [✓ 9] ~~10%~~)			19,344 11
Subtotal			$ 243,950 66
Credit for ____________			
Estimated Net Authorization, Construction			$ 243,950 66

APPROVED

Copy to Stevens 8-13-79 H

____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date Aug 2, 79
Section Elm St - 34th Ave. (Albany) Sec.
County Linn
Kind Of Work Grading, Paving and Signals
Length 0.29
Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All	—	15,600
	Temporary Protection and Direction of Traffic		All	All	—	2000^{00}
	Temporary Signs		Sq. Ft.	200	6^{00}	1200^{00}
	Temporary Barricades		Each	4	125^{00}	500^{00}
	Temporary Plastic Safety Markers		Each	20	80^{00}	1600^{00}
	Flagmen		Hour	160	22^{00}	$3,520^{0}$
	Roadwork					
	Embankment in Place		Cu. Yd.	1196	5^{50}	$6,578^{00}$
	Trench Excavation		Cu. Yd.	324	10^{00}	$3,240^{00}$
	Aggregate Base		Ton	1000 ~~560~~	6^{50}	$6,500^{00}$
	Treated Base		Ton	2900	9^{25}	26,825
	Cement in Treated Base		Ton	160	82^{00}	$13,120^{0}$
	Class B Asphalt Concrete ~~Mixture~~		Ton	2150	20^{50} ~~15^{00}~~	$44,075^{00}$
	~~Asphalt Cement in Mixture~~		~~Ton~~	~~140~~	~~130^{00}~~	
	24-inch Culvert Pipe		Lin. Ft.	104	13^{50}	1404^{00}
	12-inch Sewer Pipe		Lin. Ft.	800	15^{00}	$12,000^{00}$
	15-inch Sewer Pipe		Lin. Ft.	660	16^{00}	$10,560^{0}$
	Concrete Inlets, Type CG-2		Each	6	700^{00}	$4,200^{00}$
	Concrete Inlets, Type G-2MA		Each	6 ~~4~~	800^{00}	$4,800^{00}$
	Concrete Driveways		Sq. Yd.	100	25^{00}	$2,500^{00}$
	Concrete Curbs ~~"C"~~		Lin. Ft.	1770	4^{75}	8407^{5}

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date Aug 2, 79

Section Elm St. - 34th Ave. (Albany)
County Linn
Kind Of Work Grading, Paving and Signals
Length 0.29
Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra for Asphalt Approaches		Each	11	175^{00}	1925^{00}
	Adjusting Inlets		Each	2	250^{00}	500^{00}
	Setting Mailbox Posts		Each	3	60^{00}	180^{00}
	Traffic Signal Installation,			~~All~~		
	Complete		All	All	—	Est. ~~50,000~~ 39,000
			Total		$ 210,234^{57}$	
	$194{,}634^{50}$ × .08 =		$15{,}570^{76}$			
		Round	15,600			

	[redacted]	[illegible]	[illegible]	00	[illegible]	[illegible]	[illegible]	
	[redacted]	1462	910	00		77.82	77.82	
	[redacted]	1462	911	[illegible]		143.[illegible]	143.[illegible]	
	[redacted]	1462	913	[illegible]	307.53	325.[illegible]	325.31	
	[redacted]	1462	[redacted]	00	3.79	3.79	3.79	
	[redacted]	1462	923	00	780.50	931.81	931.81	
			** JOB TOTALS **		4,173.35 **	6,049.43 **	6,049.43 **	
								STATE
ELM ST 34TH AV ALBANY	CONT NO	FA PROJ NOS						
	[redacted]	1475	[redacted]	00	880.42	[illegible]	860.74	
	[redacted]	1475	910	00		[illegible]	202.31	
	[redacted]	1475	911	00	202.62	427.22	427.22	
	[redacted]	1475	914	00	164.14	[illegible]	164.14	
	[redacted]	1475	921	00	653.23	653.[illegible]	653.23	
	[redacted]	1475	922	00	38.15	41.72	41.72	
			** JOB TOTALS **		1,938.61 **	2,[illegible] **	2,089.41 **	
								STATE
BLACK CANYON CRK-HARPER JCT	CONT NO	* FA PROJ NOS						
	[redacted]	1481	901	00	55.42	443.57	443.57	
	[redacted]	1481	901	00 &		7.20	7.20	
	[redacted]	[illegible]	[redacted]	00	6.00	113.42	113.42	
	[redacted]	[illegible]	910	00	329.56CR	2,517.37	2,517.37	
	[redacted]	1481	921	00	47.00	675.34	675.34	
	[redacted]	[illegible]	922	00		16.31	16.31	
	[redacted]	1481	960	00		134.47	134.47	
			** JOB TOTALS **		221.14CR**	3,907.68 **	3,907.68 **	
								STATE
IRONSIDE-BROGAN HILL	CONT NO	FA PROJ NOS						
	[redacted]	1482	901	00	31.40	1,[illegible]	1,825.36	
	[redacted]	[illegible]	901	00 &		[illegible]	63.53	
	[redacted]	[illegible]	[redacted]	00	2,549.72	3,[illegible]	3,569.78	
	[redacted]	[illegible]	[redacted]	00	1,249.33	1,[illegible]	1,[illegible]	
	[redacted]	1482	918	00	71.92	71.[illegible]	71.92	
			** JOB TOTALS **		3,902.37 **	7,514.59 **	7,514.59 **	
							00	STATE
PORTLAND URBAN AREA	CONT NO	FA PROJ NOS						
	[redacted]	1445	913	00	68.44	68.44	68.44	

TOTAL TO DATE JOB COST SUMMARY

AUGUST 1979

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	[redacted]	1445	921	00	2.40	2.[illegible]	2.40	
			** JOB TOTALS **		75.84 **	75.84 **	75.84 **	
								STATE
[illegible]-WALLACE [illegible]	CONT NO	FA PROJ NOS				1,[illegible]	1,[illegible]	

```
                              022  1462     923      00            [illegible]              [illegible]           [illegible]
                                         ** JOB TOTALS **           4,173.35  **            6,049.43  **          6,049.43  **

                                                                                                                    STATE
 ELM ST 34TH AV ALBANY        CONT NO        FA PROJ NOS              880.42              [illegible]             960.71
                              022  1475     905      00                                      242.31                242.31
                              022  1475     910      00               202.62                 427.22                427.22
                              022  1475     911      00               164.14                 164.14                164.14
                              022  1475     914      00               653.28                 653.23                653.23
                              022  1475     921      00                38.15                  41.72                 41.72
                              022  1475     922      00             1,938.61  **           2,489.41  **          2,489.41  **
                                         ** JOB TOTALS **

                                                                                                                    STAT
 BLACK CANYON CRK-HARPER JCT  CONT NO      * FA PROJ NOS               55.42                 443.57                443.57
                              023  1481     901      00                                        7.20                  7.20
                              023  1481     901      00 &               6.00                 113.42                113.42
                              023  1481     905      00               329.56CR             2,517.37              2,517.37
                              023  1481     910      00                47.00                 675.34                675.34
                              023  1481     921      00                                       16.31                 16.31
                              023  1481     922      00                                      134.47                134.47
                              023  1481     960      00               221.14CR**           3,907.68  **          3,907.68  **
                                         ** JOB TOTALS **

                                                                                                                    STATE
 IRONSIDE-BROGAN HILL         CONT NO        FA PROJ NOS               31.40              1,8[illegible]         1,825.[illegible]
                              023  1482     901      00                                  [illegible]              63.53
                              023  1482     901      00 &           2,549.72              3,[illegible]          3,569.78
                              023  1482     905      00             1,209.33              1,[illegible]          1,[illegible]
                              023  1482     910      00                71.92                 71.[illegible]        71.92
                              023  1482     918      00             3,902.37  **           7,514.59  **          7,514.59  **
                                         ** JOB TOTALS **

                                                                                                        00          STATE
 PORTLAND URBAN AREA          CONT NO        FA PROJ NOS               68.44                  68.44                 68.44
                              026  1445     911      00



                                                                                     AUGUST 1979         PAGE  268

 TOTAL TO DATE JOB COST SUMMARY                                                         FISCAL          GRAND TOTAL
                                    PREFIX       FUNCTION   OR  CURRENT MONTH         YEAR TO DATE        TO DATE
 DESCRIPTION OF JOB OR DEPARTMENT                                     2.40                                   2.40
                              026  1445     921      00                75.84  **              75.84  **          75.84  **
                                         ** JOB TOTALS **

                                                                                                                    STATE
 GRANDE RONDE-WALLACE [illegible]  CONT NO   FA PROJ NOS            1,097.73              1,097.73              1,097.73
                              027  1467     901      00               120.59              [illegible]           [illegible]
                              027  1467     905      00                 2.00              2.[illegible]         2.[illegible]
                              027  1467     9[illegible]3  00
```

HIGHWAY DIVISION - ODOT 378-6883

F I L E

September 13, 1979

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
September 20, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 20 on the following projects:

1. Wallowa Lake Highway @ Grande Ronde Shopping Center
   (La Grande)
   Union County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Plainview Road-Deschutes River
   McKenzie-Bend Highway, Deschutes County
   Paving (overlay)

   Same as No. 1.

3. Four Corners-White City and Brownsboro-N. Fork Little Butte Ck.
   Crater Lake and Lake of the Woods Highways
   Jackson County
   Paving (overlay)

   Same as No. 1.

4. Doherty Slide-Nevada State Line
   Warner Highway, Lake and Harney Counties
   Grading and Oiling
   Macadam surface, two 14-foot lanes

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Woodson Place-Main Street (Cottage Grove)
Goshen-Divide Highway, Lane County
Grading, Paving and Signals
14-foot lanes with a 12-foot left-turn lane. 5-foot sidewalks with curb cuts will be provided for pedestrian and bicycle use.

6. Elm Street-34th Avenue (Albany)
Albany-Junction City Highway, Linn County
Grading and paving
6-foot shoulder bikeways will be provided.

7. Deadmans Pass Safety Rest Area
Old Oregon Trail, Umatilla County
Sewer construction

Same as No. 1.

8. S. E. Newport Avenue-Umatilla/Stanfield Highway (Hermiston)
N. E. 4th Street, Umatilla County
City Street. A 5.5-foot sidewalk with ramps will be provided for pedestrian and bicycle use.

9. Molalla River (Goods) Bridge
Canby-Marquam Highway, Clackamas County
Structure
4-foot to 6-foot shoulders provided on approaches with 6-foot shoulders on structure.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

10. Battle Creek-N. Jefferson Interchange
Pacific Highway, Marion County
Grading and paving
10-foot shoulders provided.

Same as No. 9.

RS:ge
cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George George Bell
F. E. Terpin Don Harwell

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Details & Summary
2B	Temporary Protection & Direction Of Traffic
3,4	Plan & Profile

7-12-79

(Not Incl.)

STATE O

DEPARTMENT OF

STATE HIG

PLANS FOR P

ELM ST. - 34th A

ALBANY - JUNCT

LINN

Sk

Scale 0

APPROVED
CITY OF ALBANY
BY MAYOR Richard S. Olsen
BY RECORDER
DATE 7/12/79

E OF OREGON

OF TRANSPORTATION

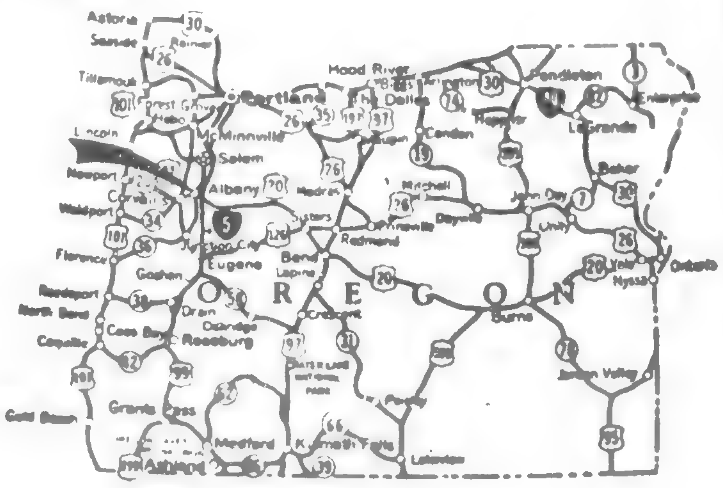
IGHWAY DIVISION

FOR PROPOSED PROJECT

PRELIMINARY COPY
JUN 11 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ELM ST.-34th AVE. (ALBANY) SEC. ALBANY-JUNCTION CITY HIGHWAY LINN COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

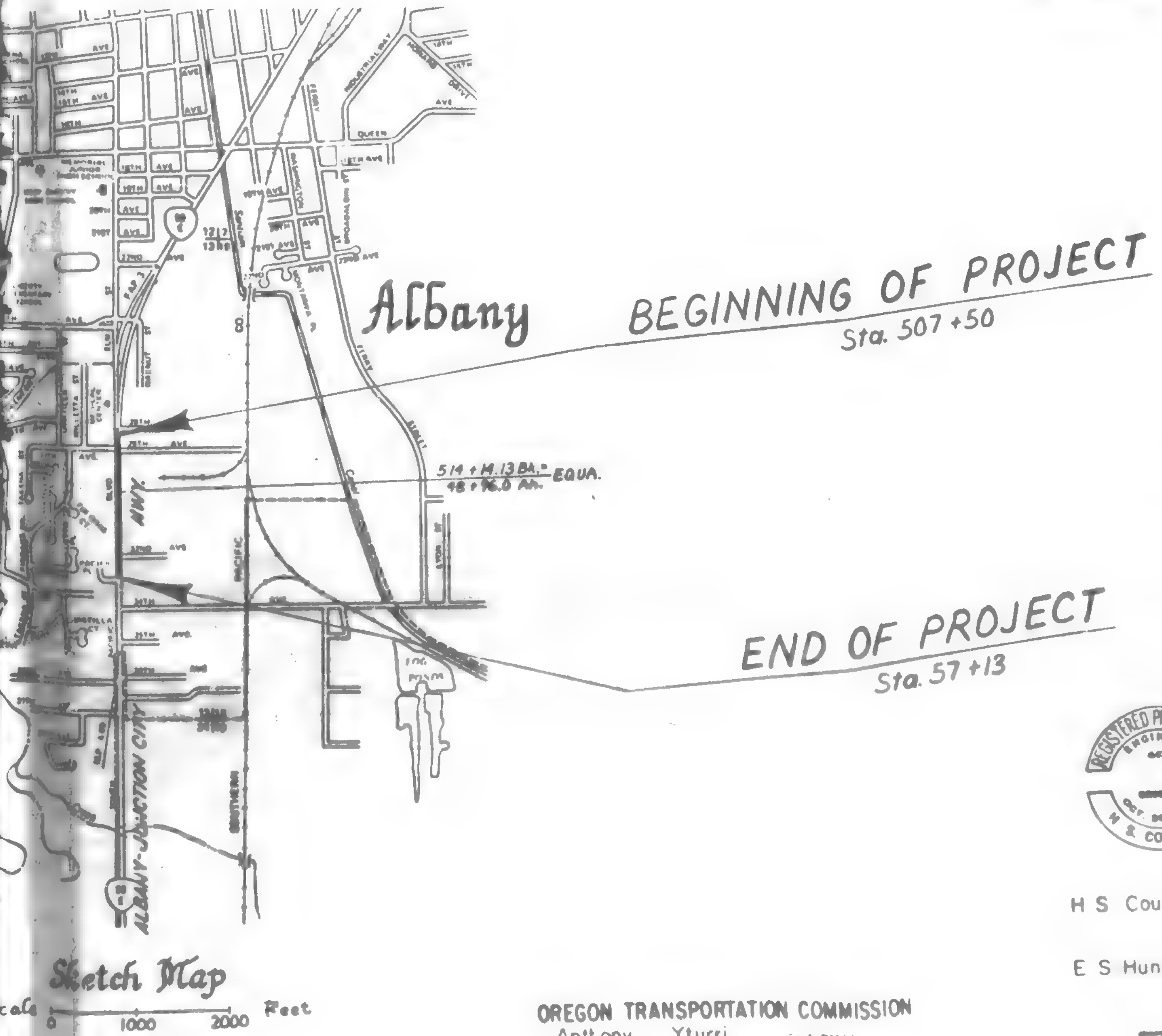
State - City


Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
Lincoln
McMinnville
Salem
Newport
Albany
Waldport
Corvallis
Junction City
Eugene
Redmond
Bend
Baker
Burns
Ontario
Nyssa
Florence
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N

AVE. (ALBANY) SEC.

NCTION CITY HIGHWAY

LINN COUNTY


Albany
BEGINNING OF PROJECT
Sta. 507+50
514 + 14.13 Bk. =
48 + 96.0 Ah. EQUA.
END OF PROJECT
Sta. 57+13
ALBANY-JUNCTION CITY
HWY
PACIFIC
SOUTHERN
LOG POND
0
1000
2000
Feet

Sketch Map

PRELIMINARY COPY
SUBJECT TO CHANGE

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

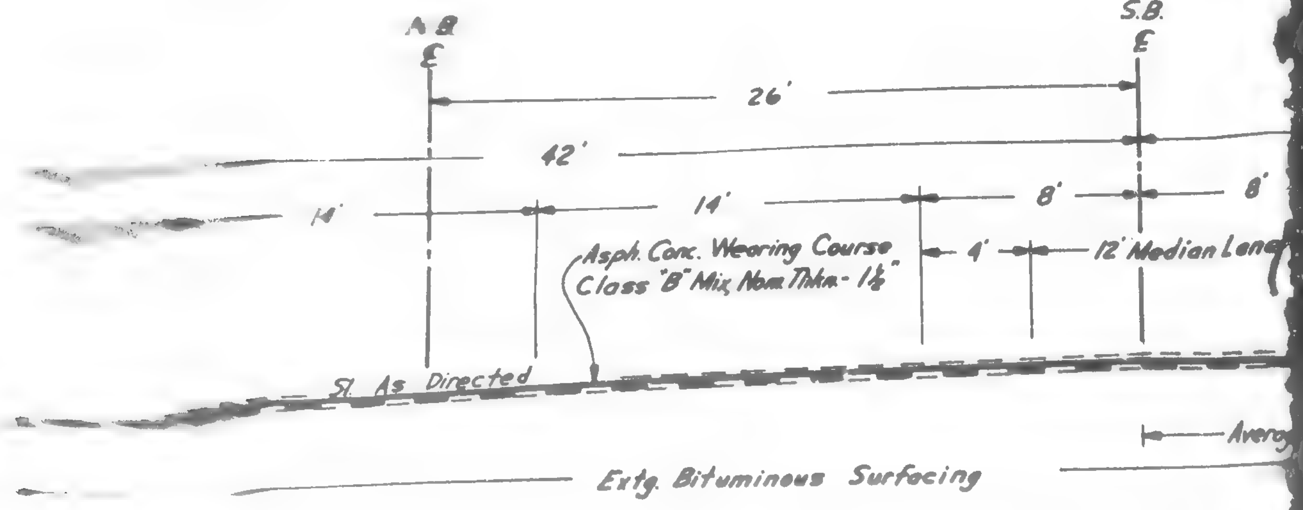
Anthony Yturri	CHAIRMAN
Michael P Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

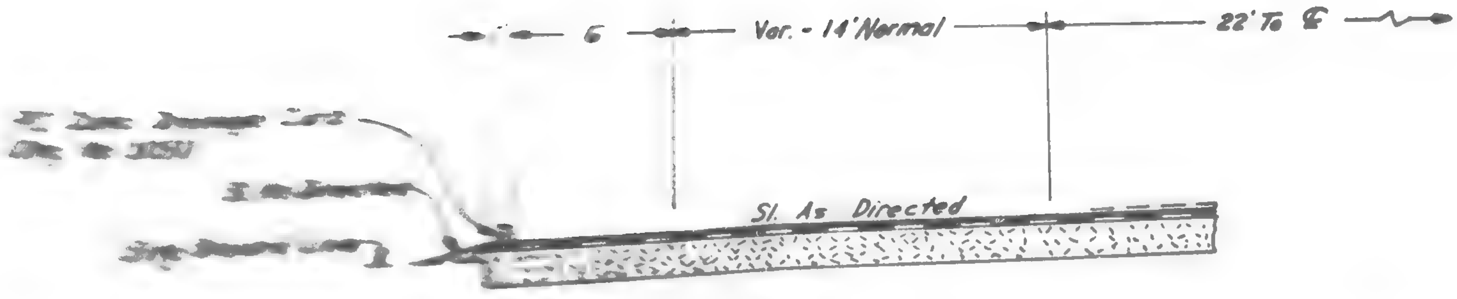
APPROVED:

DISTRICT ENGINEER — DATE

TYPICAL SECT


N.B. ℄
S.B. ℄
26'
42'
14'
14'
8'
8'
Asph. Conc. Wearing Course, Class "B" Mix, Nom. Thkn. - 1½"
4'
12' Median Lane
Sl. As Directed
Average
Extg. Bituminous Surfacing

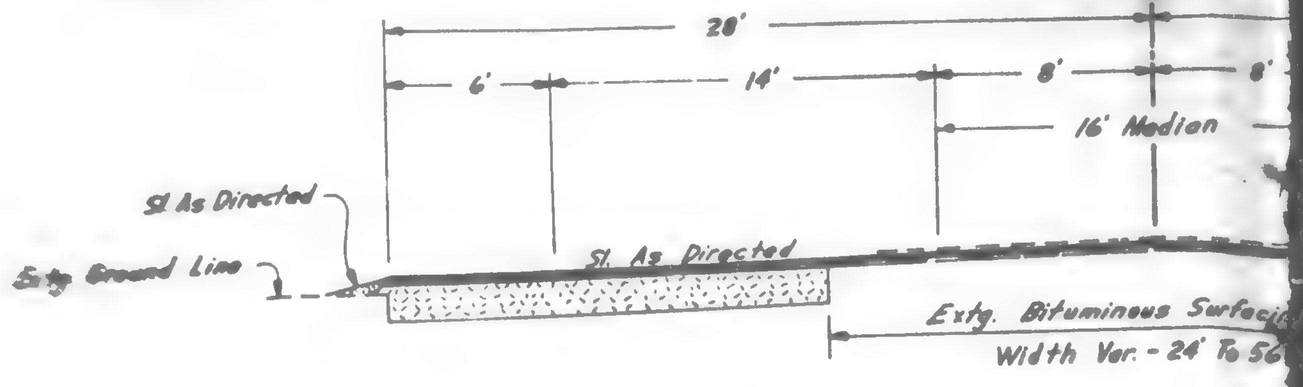
STA. 507+50 To STA. [EQUA. 509+16.1 / 508+61.


6
Var. - 14' Normal
22' To ℄
Sl. As Directed

STA. 508+61 To STA. 510+00

510+00 To [EQUA. 514+14.13 Bk. = / 48+96.0 Ah.] (Taper Section)

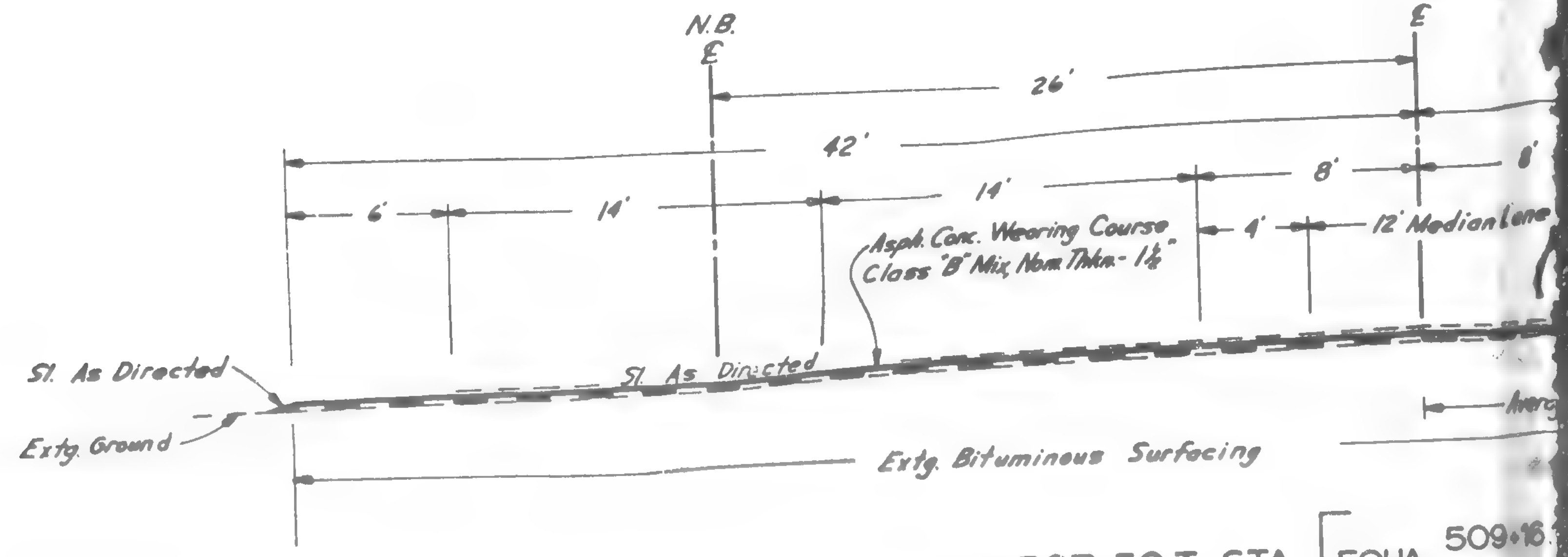
(For Surfacing Details Not Shown, See Section Above)


℄
28'
6'
14'
8'
8'
16' Median
Sl. As Directed
Extg. Ground Line
Sl. As Directed
Extg. Bituminous Surfacing
Width Var. - 24' To 56

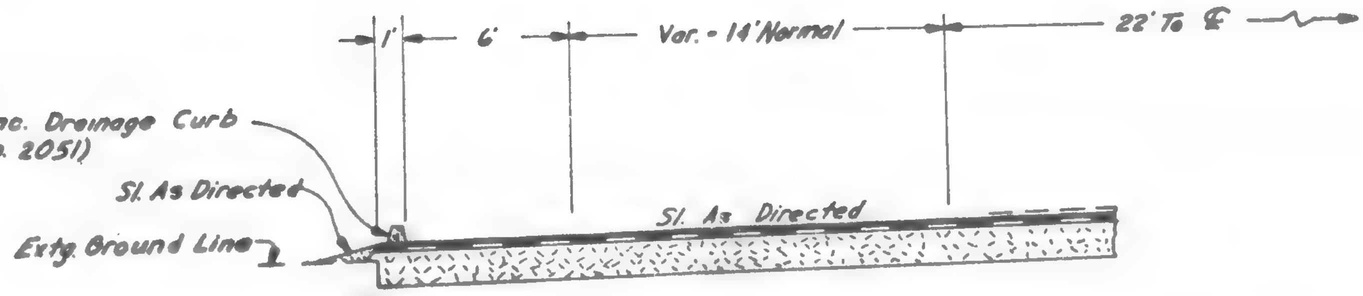
(For Surfacing Details Not Shown,

STA. 508+61.0 [EQUA. 514 / 48

TYPICAL SECT


N.B. ℄
S.B. ℄
26'
42'
6'
14'
14'
8'
8'
4'
12' Median Lane
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn. - 1½"
Sl. As Directed
Sl. As Directed
Extg. Ground
Extg. Bituminous Surfacing
Averg

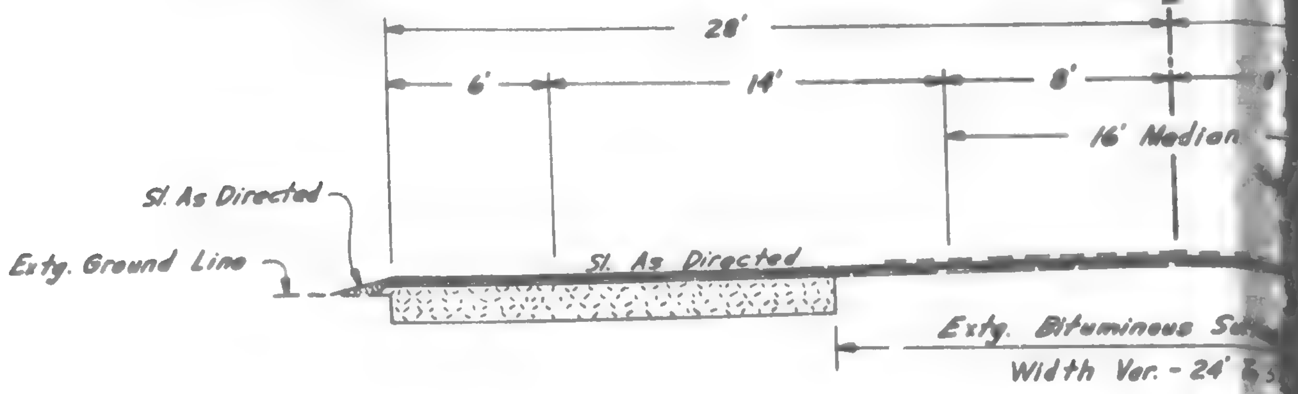
STA. 507+50 To STA. [EQUA. 509+16 / 508+61


1'
6'
Var. - 14' Normal
22' To ℄
P.C. Conc. Drainage Curb (Drg. No. 2051)
Sl. As Directed
Sl. As Directed
Extg. Ground Line

STA. 508+61 To STA. 510+00

510+00 To [EQUA. 514+14.13 Bk. = 48+96.0 Ah.] (Taper Section)

(For Surfacing Details Not Shown, See Section Above)


℄
28'
6'
14'
8'
16' Median
Sl. As Directed
Extg. Ground Line
Sl. As Directed
Extg. Bituminous Su
Width Var. - 24'

(For Surfacing Details Not Sh

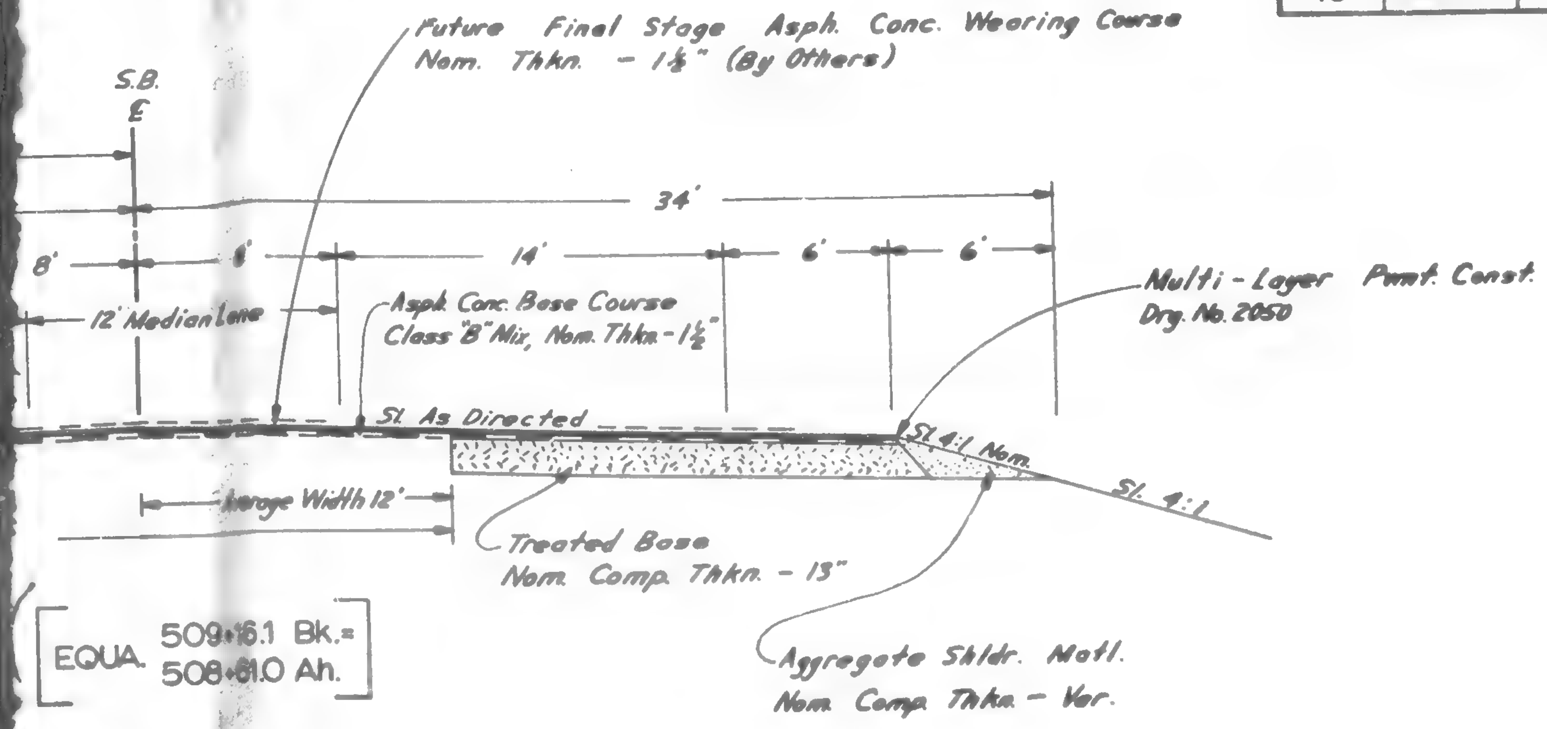
STA. 508+61.0 [EQUA.

Watson, McGill, Butts

FORM NO 734-1703

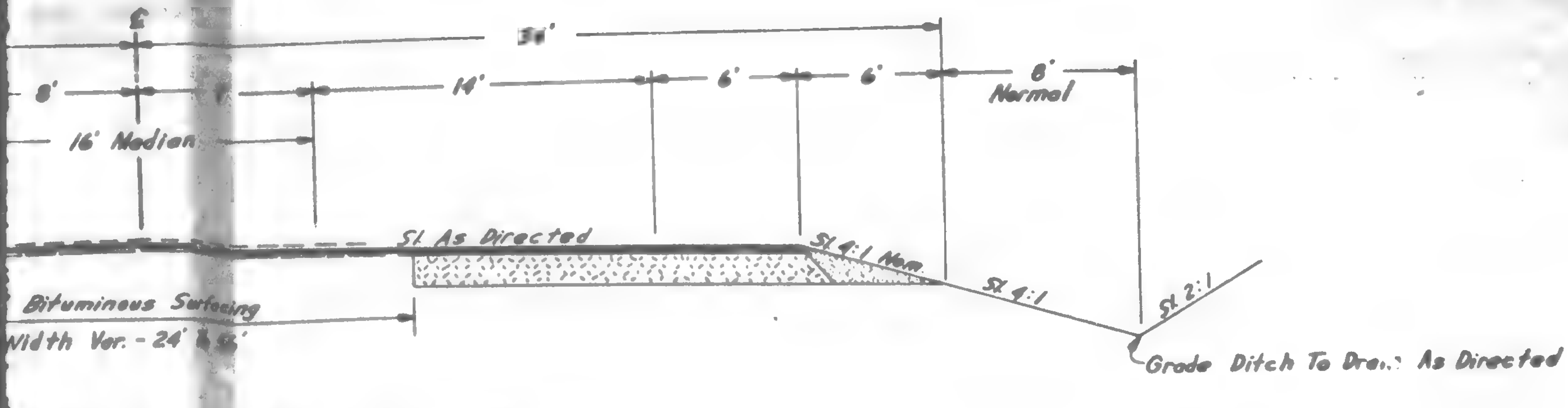
ECTIONS

ELM ST.-34th AVE. (ALBANY) SEC. ALBANY-JUNCTION CITY HIGHWAY LINN COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 1½" (By Others)
S.B.
℄
34'
8'
8'
14'
6'
6'
12' Median Lane
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. - 1½"
Multi-Layer Pvmt. Const.
Drg. No. 2050
Sl. As Directed
Sl. 4:1 Nom.
Sl. 4:1
Average Width 12'
Treated Base
Nom. Comp. Thkn. - 13"
Aggregate Shldr. Matl.
Nom. Comp. Thkn. - Var.

EQUA. 509+16.1 Bk.= 508+61.0 Ah.

ction)


℄
34'
8'
8'
14'
6'
6'
8'
Normal
16' Median
Sl. As Directed
Sl. 4:1 Nom.
Sl. 4:1
Sl. 2:1
Bituminous Surfacing
Width Var. - 24'
Grade Ditch To Drain As Directed

Details Not Shown, See Section Above)

3 + 61.0 EQUA. 514+14.13 Bk.= 48+96.0 Ah. To STA. 57+13

9032

February 14, 1979

City of Albany
City Hall
Albany, OR 97321

Attention: D. Gary Holliday
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6409

Gentlemen:

Attached for your records is a fully executed copy of an agreement for channelization of the Elm Street-34th Avenue Section of the Albany-Junction City Highway and installation of traffic signals at 29th Avenue in Linn County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Gerald Wimer (conf. agree. att.)

City of Albany
OFFICE OF THE CITY MANAGER, HUGH C. HULL

REGION 2 ENGINEER
RECEIVED
OCT 17 1978

☒ FILE				☐ RLE
☒ RE	☒ RLE	☒ RME	☐ RTE	☒ ROE
☐ ULE	☐ GEO	☐ RSO	☐ ENV	☒ RFE

October 13, 1978

Albany-Junction City Hwy., No. 58 [illegible]

Mr. Phillip O. Stearns
Regional Federal Aid Engineer - Region 2
Department of Transportation
East State Highway Building
Salem, OR 97310

Dear Mr. Stearns:

Reference is made to our telephone conversation recently regarding the billing of $16,000 by February 1, 1979, for a portion of the cost of the traffic signal project at 29th and Pacific Boulevard. If I do not have this money committed by then, I will lose it and we would be unable to have the necessary funds for the entire project.

Your prompt attention to my request will be appreciated.

Sincerely,

Hugh C. Hull
City Manager

ldh

Billing can be in form of advance deposit. Include in agreement or ?

5
$76,000 total

NOTED
J. READ

fp

9232

DATE: October 10, 1978

TO: Oregon Transportation Commission

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: Finance Approval

On the Consent Calendar for the October 24 meeting will be a request for approval of a project to add a signal and channelize the intersection at Pacific Boulevard and 29th in Albany.

This proposed project will provide continuity between an overlay just completed to the north and a new signal to the south. The proposed signal meets the traffic warrants and will provide for smoother traffic flow. The channelization is needed to complement the signal. This project should be constructed during 1979. The estimated cost is $180,000. The City of Albany requested this work and will provide $76,000 toward the cost of the work. We propose to use $104,000 of State Construction funds.

I recommend your approval of the project.

bc: R. A. Burco
H. S. Coulter
E. S. Hunter
J. H. Versteeg
F. E. Terpin
George Bell
C. W. Head
L. W. Rulien - (For 6-Yr. Program)
D. H. Moehring
L. E. George
V. E. Skoog
C. O. Fredrickson

DES:lml srb

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: Sept. 13, 1978

A. IDENTIFICATION:

Proposed Section: Pacific Blvd. @ 29th Avenue
Region: 2
Highway: Albany-Jct. City
St. Hwy. No. 58 M.P. 3.05 to M.P. 4.02 Length: 0.97
County(s): Linn
(Attach Sketch Map)
Recommended Construction Date: Summer 1979
Proposed 6 YP 1979
Method of Doing Work: Contract X
St. Force
Other

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: State Construction Funds plus $76,000 from City of Albany.

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☐

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	AC	6'	-			13,600			
Proposed Facility:	2	AC	-	-						

D. DEFINE THE PROBLEM:

Traffic is heavy enough to warrant a signal. A signal requires a left turn refuge to function properly.

E. PROPOSED SOLUTION:

Install signal and construct a left turn refuge.

F. REASON FOR REQUEST AT THIS TIME:

City of Albany has requested.

G. COST ESTIMATE

Roadway Work	$ 123,000
R/W (Approx: No. of Parcels ___, Acres ___, Any Reloc. ___).	None
Structures	None
Other (Define) 5 phase traffic signal	50,000
Preliminary Engineering (By Whom) State	7,000
TOTAL	$ 180,000

H. REQUESTED BY:

Robert E Royer
Region Engineer or Section Head

Approval/~~Disapproval~~ H S Coulter
State Highway Engineer
Date 9/21/78

Approval/Disapproval Fred Klaboe
Asst. Director for Operations
Date

Oregon Transportation Commission

Approval Date 10-24-78

Remarks & Action Taken:

OK to Comm.

10-24-78
copy to Dunlavick
Silan

Form 734-1386 (3-78)

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
September 13, 1978
Salem, Oregon

FROM: Robert E. Royer Bob
REGION OPERATIONS ENGINEER

SUBJECT: Project Request
Albany-Junction City Hwy
@ 29th Avenue (Albany)

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

Attached is a Project Request form for a traffic signal and left turn refuge at 29th Avenue in Albany. A chronological description of correspondence relative to this project follows:

October 26, 1977: Hugh Hall, City Manager, wrote to you requesting new traffic signals at several intersections. Contained in this letter were two methods of paying for the signals. The first was sharing 50/50 and the second was having the City pick up the entire tab.

October 27, 1977: A letter to Glenn Jackson from Mayor Roche transmitted a copy of Hall's letter to you and asked for his cooperation.

November 7, 1977: You wrote to Mr. Hall stating that we will re-evaluate the 29th Avenue signal after the newly installed 34th Avenue signal had had time to function for awhile.

April 28, 1978: A memo from Dave Weaver, Region Traffic Engineer, to L. E. George stated that the signal was warranted. A copy of the warrant justification was attached.

May 15, 1978: You wrote to Hugh Hall stating that Region was authorized to initiate the necessary administrative work to get this project under way.

Since your authorization to proceed, Region has worked with the City of Albany relative to financing. The cost of the traffic signal is estimated to be $50,000. The necessary widening and overlaying is estimated at $123,000 with a $7,000 preliminary engineering cost. The traffic signal will not function properly without a left turn refuge. You will recall that the construction of a left turn refuge will require the improvement of the remaining portion of the Albany-Junction City Highway between Elm Street and 34th Avenue. This accounts for the high cost estimate.

On September 7, 1978, Mr. Hall wrote to Phil Stearns, Region

RECEIV
SEP 22 1
TRAFFIC ENGIN

RECEIVED
STATE HWY ENGR
SEP 14 '78
REFER TO F. Klaboe
FOR
File ✓
Act
Sign
D/R
R/D
Invest
Info

See note next page

Federal Aid Engineer, stating that the City will pay $50,000 for the traffic signal and an estimated $26,000 for the necessary widening of the above mentioned intersection. The remaining $104,000 must be financed by the State. Mr. George says this intersection does not have a high enough benefit/cost ratio to warrant Title II funds.

Your memo of May 15, 1978, authorizing us to proceed did not relate to the funding which you proposed to use. This project request is submitted for your approval and further processing.

RER/gl
attachment

9-21
Fred. —
Project is very desirable — The improvement would close gap between recent overlay and new signal installs at 34th Ave. — I think it appropriate to take advantage of city offer to pay sizable portion of cost and recommend funding balance with State const. Funds. — Bud George agrees with this. — If you agree will have letter to commission prepared. —
Scott

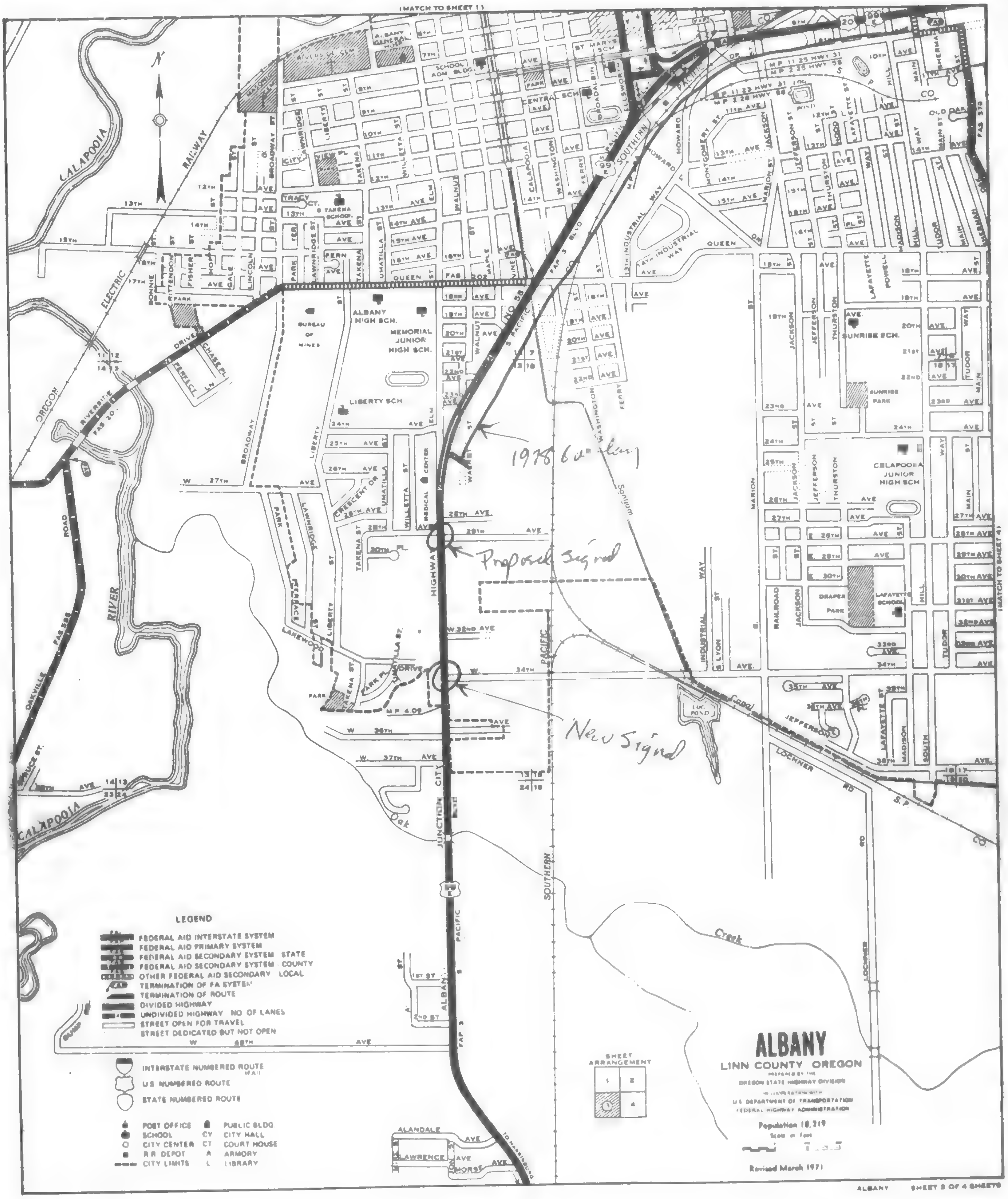
NOTED
H. S. COULTER

OK
MK

RECEIVED
STATE HWY ENGR
SEP 22 '78
REFER TO
Bud George
FOR
Info | Inves | R/D ✓ | D/R | Sign | Act | File

RECEIVED
DOT [illegible]
[illegible] '78
REFER TO
Coulter
FOR

letter to Comm adding this to Six yr. program — Work w/ Bey Swan on format. —


(MATCH TO SHEET 1)
(MATCH TO SHEET 4)
CALAPOOIA RIVER
OREGON ELECTRIC RAILWAY
SOUTHERN PACIFIC
ALBANY GENERAL HOSP.
ST MARYS SCH
CENTRAL SCH
TAKENA SCHOOL
ALBANY HIGH SCH.
MEMORIAL JUNIOR HIGH SCH.
BUREAU OF MINES
LIBERTY SCH
SUNRISE SCH.
SUNRISE PARK
CALAPOOIA JUNIOR HIGH SCH
DRAPER PARK
LAFAYETTE SCHOOL
QUEEN
PACIFIC HIGHWAY
JUNCTION CITY HIGHWAY
FAP 3
MP 4.09
LOG POND
Oak Creek
LOCHNER RD
W 49TH AVE
ALANDALE AVE
LAWRENCE AVE
TO HARRISBURG
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM · COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
SHEET ARRANGEMENT
1 2 3 4

1978 Overlay

Proposed Signal

New Signal

ALBANY

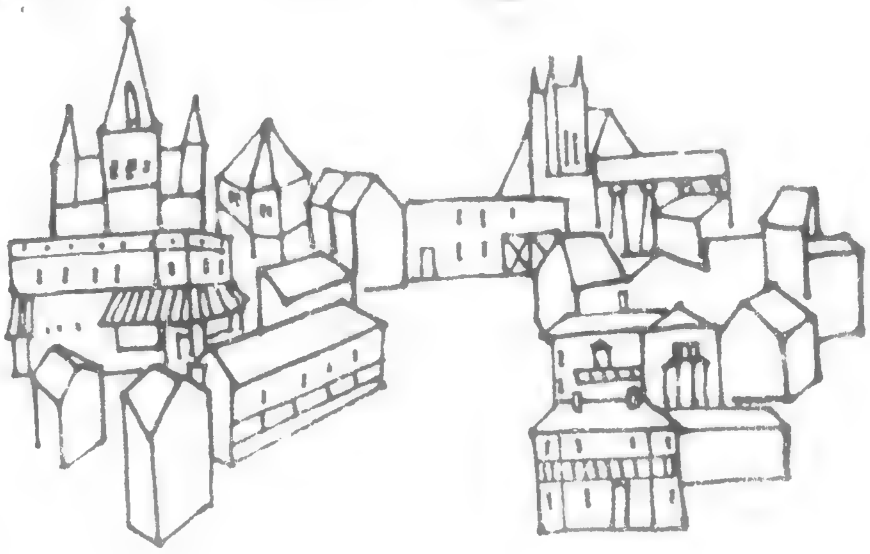
LINN COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 18,219

Scale in Feet

Revised March 1971



City of Albany

MANAGER, HUGH C. HULL

September 7, 1978

Mr. Phillip O. Stearns
Regional Federal Aid Engineer - Region 2
Department of Transportation
East State Hwy. Bldg.
Salem, OR 97310

Dear Mr. Stearns:

Reference is made to several telephone conversations that we have had concerning costs of installing a traffic signal and highway widening at the intersection of Pacific Boulevard and 29th Avenue.

It is my understanding that the city will pay an estimated $50,000 for the traffic signal and an estimated $26,000 for the necessary widening at the above mentioned intersection.

This letter will give you the authorization to proceed with the project at your earliest convenience.

Sincerely,

Hugh C. Hull
City Manager

js

OREGON 97 (503) 926-4261

10:2

City of Albany

OFFICE OF THE MAYOR, **LEONARD M. ROCHE**

NOTED
H. S. COULTER

September 11, 1978

Mr. Glenn L. Jackson, Chairman
State Highway Commission
Department of Transportation
c/o Pacific Power & Light Co.
Medford, OR 97501

Dear Glenn:

On behalf of the citizens of Albany, I thank you and your highway staff for jobs well done on the traffic signal installation at Pacific Boulevard and 34th Avenue and the asphalt overlays on Pacific Boulevard and Santiam Highway. We particularly appreciated the expertise shown by your staff in keeping the inconvenience to the traveling public to a minimum.

I am sure that you will be pleased to know that the City and the Highway Commission are proceeding with plans for the widening and installation of traffic signals at Pacific Boulevard and 29th Avenue.

Again, our thanks for your efforts on our behalf for these improvements.

Sincerely,

Len

Leonard M. Roche
Mayor

RECEIVED
STATE HWY ENGR
SEP 13 '78
REFER TO
FOR
Info | | | | | File

ldh
cc: ✓Scott Coulter
Howard Johnson
Keats Oliver

P. O. BOX 490 • ALBANY, OREGON 97321 • (503) 967-4311

1022

May 15, 1978

Mr. Hugh C. Hull
City Manager
City of Albany
Post Office Box 490
Albany, OR 97321

Dear Hugh:

A further study of the intersection of 29th Street and the Albany-Junction City Highway indicates this intersection does meet the requirements for signals.

Our Region Office has been authorized to initiate the necessary administrative work to get this project under way. I hope this will alleviate the traffic problem at this intersection and provide safer traffic movement.

If you have any questions concerning this, please call me.

Sincerely,

H. S. Coulter
State Highway Engineer

cc Mayor Leonard Roche
Hal Leaden

bc F. B. Klaboe
E. S. Hunter
D. H. Moehring
J. H. Versteeg
L. E. George
Bill Cranford
C. O. Fredrickson--Please follow up.

STATE OF OREGO

INTEROF CE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 8, 1978

WLC Cranford

FROM: W. L. Cranford
Urban Studies Supervisor

SUBJECT: Traffic Signal-Albany-Junction
City Highway #58 at 29th Street in Albany

NOTED
H. S. COULTER

You will recall that arrangements were made with city staff to study the subject intersection for signal warrants. The city postponed the study due to temporary changes in traffic patterns. We have been waiting for the city to continue with the study.

During the interim, in March 1978, the Region 2 Traffic Engineer had a manual count made. On the basis of this count, the signal is warranted. Therefore, there is no need to continue the study. It is presumed that the matter will now be handled by the Region 2 and the Traffic Section.

WLC:dpy

cc: Dave Weaver - Region 2
Bud George

RECEIVED
STATE HWY ENGR
MAY -9 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: T 58-1

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 28, 1978

FROM: David R. Weaver
REGION II TRAFFIC ENGINEER

SUBJECT: Albany-Jct. City Hwy #58 @ 29th Street in Albany

TO: L. E. George
TRAFFIC ENGINEER

Recent increases in traffic volumes at the subject location indicate that this intersection now meets warrants for signalization. It is this offices recommendation that this intersection be placed on the priority list for signalization in accordance with State policy. It is further recommended that inasmuch as the City of Albany has indicated they are willing to fund the construction of a signal at this location, that they be permitted to do so. The signal installation should be a two phase, fully actuated signal with provision made in the design for future expansion of roadway.

The attached traffic signal warrant comparison sheet documents this increase in volume as does the attached 24 vehicular volume analysis sheets. One manual count was taken in March 1977 and the most recent taken in March 1978. As can be seen, there was a 26 percent increase in the traffic volume using West 29th. The total side street volume increase was 20 percent. Overall use of the intersection has increased in the last year 8 percent.

The City of Albany's letter of October 27, 1977, indicates that they are willing to fund the complete cost of signalization of 29th St. and S. Pacific Blvd. If this is acceptable, please take such action as necessary to inform the City and the Highway Commission.

NOTED
L. E. GEORGE

NOTED
[illegible]

ED
1 1978
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

DRW/lea
cc: Howard Johnson

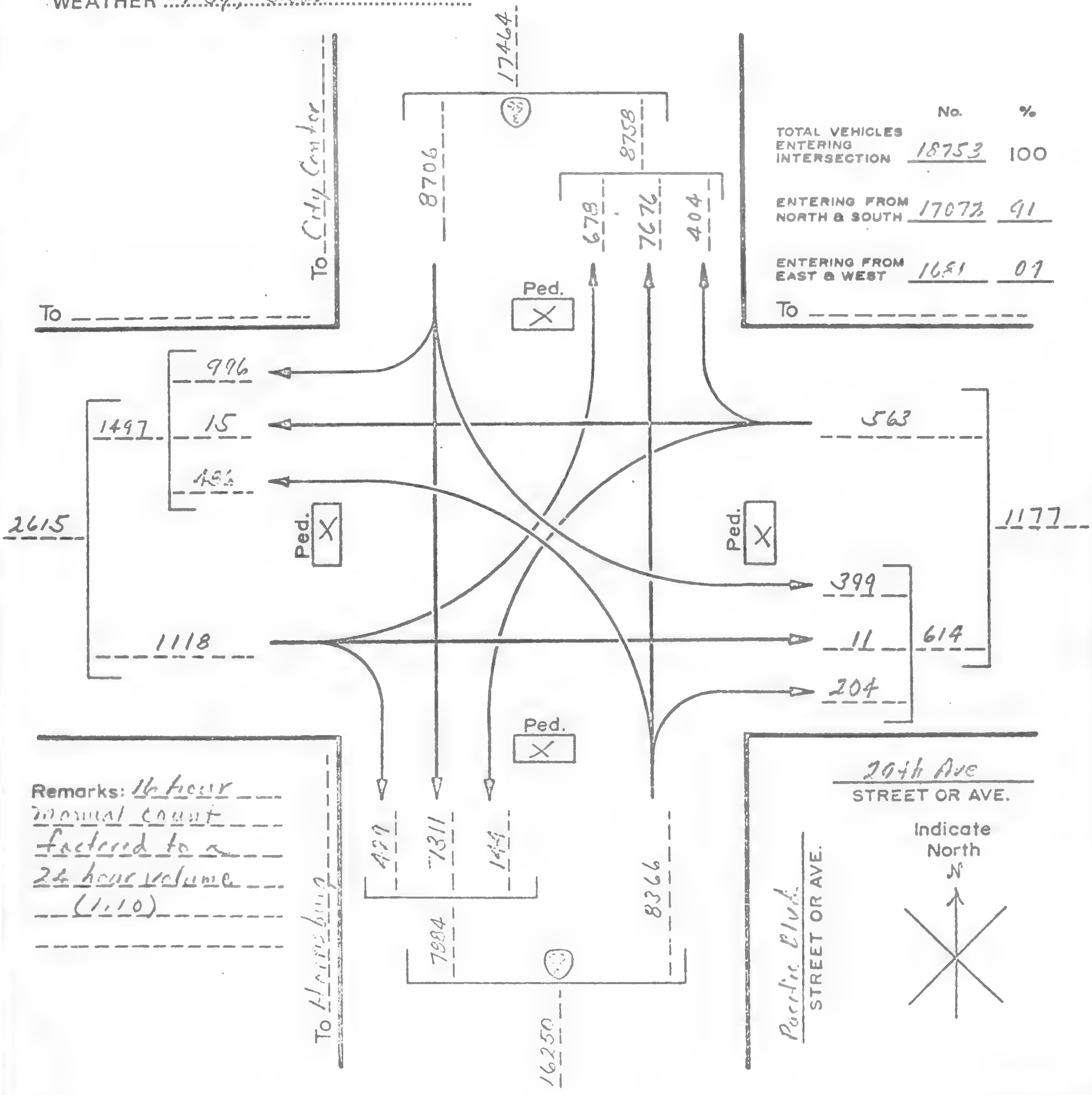
attachments

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Mar 14(AM) & 15(PM) 1972
DAY OF WEEK Tue & Wed
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6A-10P
PEDESTRIAN COUNT — HRS.
HOURS COUNTED
WEATHER Fog, Clear

CITY OR COUNTY Albany
INTERSECTION OF Albany-Junction City Hwy #58 (Pacific Blvd.-Ore 99E) & 29 th Ave
MILE POST 3.69±
CLASSIFICATION All Vehicles



17464
8706
8758
678
7676
404
To City Center
To
Ped.
X
996
15
486
1497
2615
563
1177
399
11
204
614
1118
429
7311
144
7884
8366
16250
To Harrisburg

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	18753	100
ENTERING FROM NORTH & SOUTH	17072	91
ENTERING FROM EAST & WEST	1681	09

To

Remarks: 16 hour manual count factored to a 24 hour volume (1.10)

29th Ave
STREET OR AVE.

Pacific Blvd.
STREET OR AVE.

Indicate North
N

Rev. 3-70

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date MAR 14 (AM) & 15 (PM) 1978
Day of week TUE & WED
Hours counted 16 HOURS (6A-10P)
Weather FOG & CLEAR

Classification ALL VEHICLES

City or County ALBANY
Intersection ALBANY-JUNCTION CITY HWY
ORE 99E) & 29th AVE
Mile Post 3.62±

	TIME	SUMMARY BY MOVEMENTS North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS North	East	West	South
A. M.	6:00- 7:00	39	6	4	7	187	208	0	1	4	21	8	4	489	463	95	26	05	230	10	16	233
	7:00- 8:00	48	9	24	14	417	338	1	0	15	25	21	26	938	878	94	60	06	489	25	35	389
	8:00- 9:00	26	14	87	17	434	486	2	0	10	10	28	33	1147	1076	94	71	06	547	26	45	529
	9:00-10:00	24	8	78	64	370	367	0	2	10	7	32	47	1009	893	89	116	11	472	18	98	421
	10:00-11:00	14	18	84	60	413	446	1	1	15	11	30	40	1133	1008	89	125	11	511	34	91	497
	11:00-12:00	21	32	73	87	467	530	3	2	8	7	38	32	1300	1130	87	170	13	561	43	127	569
P. M.	12:00- 1:00	32	24	61	50	566	576	0	1	12	16	34	24	1396	1275	91	121	09	659	36	85	616
	1:00- 2:00	28	21	100	31	468	476	2	1	10	20	30	35	1222	1127	92	95	08	596	33	62	531
	2:00- 3:00	50	41	96	52	472	544	2	0	13	23	34	43	1370	1228	90	142	10	618	56	86	610
	3:00- 4:00	25	15	94	63	518	628	0	1	16	19	33	34	1506	1318	88	188	12	637	91	97	681
	4:00- 5:00	23	65	70	66	585	610	1	1	9	16	38	37	1548	1368	88	180	12	643	75	105	725
	5:00- 6:00	5	27	59	48	571	561	1	0	7	3	23	30	1337	1229	92	108	08	635	37	71	594
	6:00- 7:00	7	8	24	22	463	386	1	0	0	2	14	22	949	904	95	45	05	494	9	36	410
	7:00- 8:00	8	12	24	19	315	317	0	0	0	2	14	14	725	680	94	45	06	347	12	33	333
	8:00- 9:00	5	2	14	8	204	229	0	0	1	1	5	11	480	464	97	16	03	223	3	13	241
	9:00-10:00	3	3	13	8	236	216	0	0	1	2	2	8	498	478	96	20	04	252	4	16	226
	10:00-11:00																					
	11:00-12:00																					
A. M.	12:00- 1:00																					
	1:00- 2:00																					
	2:00- 3:00																					
	3:00- 4:00																					
	4:00- 5:00																					
	5:00- 6:00																					
24-Hour total .		399	404	996	678	7311	7676	15	11	144	204	429	486	18753	17072	91	1681	09	8706	563	1118	8366
__-Hour total .																						
16-Hour total .		353	367	905	616	6646	6978	14	10	131	185	390	442	17047	15519	91	1528	09	7914	512	1016	7605
Control . . .																						
Factor 1.10																						

Tabulated by RAY ROADNIGHT

Checked by

HWY 99 (PACIFIC BLVD) St. is North and South
29th AVE St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
SUMMARY OF TRAFFIC COUNT

City or County ALBANY

Intersection ALBANY-JUNCTION CITY HWY #58 (PACIFIC BLVD - ORE 99E) & 29th AVE

Mile Post 3.69±

) & 15 (PM) 1978

& Wed

(6A-10P)

Clear

Classification ALL VEHICLES

	SUMMARY BY MOVEMENTS														ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
1	7	187	208	0	1	4	21	8	4	489	463	95	26	05	230	10	16	233				
1	14	417	338	1	0	15	25	21	26	938	878	94	60	06	489	25	35	389				
7	17	434	486	2	0	10	10	28	33	1147	1076	94	71	06	547	26	45	529				
8	64	370	367	0	2	10	7	32	47	1009	893	89	116	11	472	18	98	421				
9	60	413	446	1	1	15	11	30	40	1133	1008	89	125	11	511	34	91	497				
13	87	467	530	3	2	8	7	38	32	1300	1130	87	170	13	561	43	127	569				
61	50	566	576	0	1	12	16	34	24	1396	1275	91	121	09	659	36	85	616				
00	31	468	476	2	1	10	20	30	35	1222	1127	92	95	08	596	33	62	531				
96	52	472	544	2	0	13	23	34	43	1370	1228	90	142	10	618	56	86	610				
94	63	518	628	0	1	16	19	33	34	1506	1318	88	188	12	637	91	97	681				
0	66	585	670	1	1	9	16	38	39	1548	1368	88	180	12	643	75	105	725				
9	48	511	561	1	0	7	3	23	30	1337	1229	92	108	08	635	37	71	594				
4	22	463	386	1	0	0	2	14	22	949	904	95	45	05	494	9	36	410				
24	19	315	317	0	0	0	2	14	14	725	680	94	45	06	347	12	33	333				
18	8	224	229	0	0	1	1	5	11	480	464	97	16	03	223	3	13	241				
13	8	236	216	0	^	1	2	8	8	498	478	96	20	04	252	4	16	226				
96	618	7311	7676	15	11	144	204	429	486	18753	17072	91	1681	09	8706	563	1118	8366				
905	616	6646	6978	14	10	131	185	390	412	17047	15519	91	1528	09	7914	512	1016	7605				

Tabulated by RAY ROADNIGHT

Checked by

(PACIFIC BLVD) St. is North and South

9th Ave St. is East and West

ARTMENT OF TRANSPORTATI
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Albany-Junction City Hwy 58
South Pacific Blvd. @ 29th St.
Albany

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1009	1133	1300	1396	1370	1506	1548	1337
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	98	91	127	85	86	97	105	71
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)								

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	350		2
Minor Street	105		
2. Interruption of Continuous Traffic:			
Major Street	525		8
Minor Street	53		
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	420		0
Pedestrian Volume	105		
4. Accident Experience:			
Preventable Accidents (last 12 months)		3 (4w/LTR)	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		N/A	
Minimum Warrant		800	

Date of Traffic Count 14-15 Mar 78

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
_X_ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

1027

GENERAL FILES

INTEROFFICE MEMO

NOTED
H. S. COULTER

STATE OF OREGON
Department of Transportation

DATE: March 14, 1978

TO: H. S. Coulter
State Highway Engineer

Wm L Cranford

FROM: William L. Cranford
Urban Studies Supervisor

SUBJECT: City of Albany: Signal Warrant at
Pacific Avenue (ORE99) and 29th Street

This memo is to bring you up-to-date on the subject signal situation.

Region 2 Traffic Engineer Dave Weaver and I met with City Manager Hugh Hull and Public Works Director Hal Leedom and offered to conduct, jointly with the city, a peak-hour manual classification count at the intersection of 29th Street and Pacific Avenue. It was agreed that we would not only make counts at the intersection, but would take video-tape recordings to assist in documenting the existing traffic situation to the City Council. From this new information, warrants for a signal will be jointly re-examined.

It was decided to conduct the survey on two or three different weekday PM peak-hours to remove any possible bias from a single observation. Monday, March 6, 1978, was the first survey day selected by the city. On that day, one of the city engineering employees called just prior to the time our people were to leave for Albany and asked that the survey be postponed. He explained that there was some signal construction work going on at Pacific and 34th Street and that the work was interfering with the flow of traffic at Pacific and 29th Street. The city wanted to wait until conditions returned to normal before proceeding with the survey.

The city will notify Region 2 when they are again ready to proceed with the survey.

One of the concerns I have had over allowing a signal to be installed where it did not meet a warrant is the possibility of ODOT liability in the case of an accident caused by the signal. Legal Counsel Walt Barrie is preparing an opinion on this matter. I will keep you informed.

WLC:ap
cc: Chuck Fredrickson

RECEIVED
STATE HWY ENGR
MAR 14 '78
REFER TO
FOR
Info | Inform | R/D | OK | Sign | Act | File

December 21, 1977

Mr. Hugh C. Hull
City Manager
City Hall
Post Office Box 490
Albany, OR 97321

Dear Hugh:

Thank you for your December 12 letter expressing approval of our proceeding with signal designs for the fire station and at 3rd Avenue and Lyon and Ellsworth.

Concerning the intersection of 29th and Pacific, our observations were actually made on November 25, the day after Thanksgiving. I apologize for the typographical error that led you to believe the work was done on Thanksgiving. Even so, perhaps some other day might be more appropriate to make such observations.

I have asked William Cranford, Urban Studies Supervisor, to get in touch with you and Hal Leedom to determine how best a peak hour access study for 29th and Pacific could be jointly conducted by the City and Highway Division.

I understand there are some differences between the City and the State in the technical approach to the signal warrants for the 3rd Avenue intersections. I'm confident that by discussion these differences will be settled to the satisfaction of all concerned. In the interim as indicated earlier, we are proceeding with the design of these signals.

All best wishes for a happy holiday season,

H. S. Coulter
State Highway Engineer

cc Hal Leedom

bc R. A. Burco
F. B. Klaboe
L. W. Rulien
D. H. Moehring
John Sheldrake
E. S. Hunter
J. H. Versteeg
L. E. George
William Cranford

City of Albany

RECEIVED
STATE HWY ENGR
DEC 14 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

12-14-77 [illegible]

December 12, 1977

Mr. H. S. Coulter
State Highway Engineer
Highway Building
Salem, OR 97310

Dear Mr. Coulter:

This is in response to your letter of December 8, 1977 and the preliminary traffic report submitted with your letter.

I wish to add my approval to the idea of the State proceeding with the design of the Third Avenue signals and the fire station signal at Seventh Avenue at the earliest possible time. Included in the Third Avenue signals should be new control equipment and interties to First and Second Avenues.

I am taking the liberty of attaching the City's evaluation of the two Third Avenue signal warrants and want to assure you that we are available at your convenience to resolve any differences in the reports.

I must take some exception to the preliminary report's treatment of the 29th and Pacific intersection. First, I would question whether or not November 24th was a good time day to check the delay to side street traffic caused by Pacific Boulevard traffic. My observation is that traffic patterns and volumes on Thanksgiving Day when the medical clinic and industrial traffic were non-existent would not be typical of the conditions normally found. Second, observation since the installation of the 34th signal shows that it is possible for the 34th Street traffic to get onto Pacific but, as expected, has greatly slowed the Pacific traffic at peak hours. For example, on the evening of December 7th at about 5:10 p.m., Hal Leedom reports that it took over five minutes of bumper to bumper traffic to travel between 24th and 34th on Pacific Boulevard and that as near as he could see, two vehicles east bound on 29th never did make it onto Pacific Boulevard.

P. O. BOX 490 • ALBANY, OREGON 97321 • (503) 926-4261
AN EQUAL OPPORTUNITY EMPLOYER

We urge that the final report on the 29th and Pacific intersection carefully evaluate the peak hour problems on a more normal traffic day.

Again, if the City can help in any way, please let us know.

Very truly yours,

Hugh C. Hull

Hugh C. Hull
City Manager

aph
cc: Public Works Director
attachment

Interdepartmental Memorandum
Engineering Department

SUBJECT: Traffic Signal Studies

TO: Hal Leedom, Public Works Director

FROM: Mike Corso, Traffic Engineer

DATE: July 23, 1975

Traffic counts have been made at the intersections of 3rd and Lyon and 3rd and Ellsworth. From these counts a study has been made to justify the possible need for traffic signals.

The study indicates using the warrant system for signals as outlined in the manual on traffic control devices that the signals are justified.

The data used in the study is enclosed for your review.

Sincerely,

Michael J. Corso
Traffic Engineer

cm

Enclosure

WARRANT FOR TRAFFIC SIGNAL INSTALLATION

July 21, 1975

3rd and Lyon Intersection

* 1. Warrant #1

Major street vehicle volume (Lyon)
1094 VPH
Two Lane Approach

Minor street vehicle volume (3rd)

148 VPH
One Lane Approach

Minimum vehicle volume to meet warrant

Major 600 VPH
Minor 150 VPH

Warrant #1 is satisfied.

* 2. Warrant #2

Use Volume Above

Lyon 1094 VPH
3rd 138 VPH

Minimum vehicle volume to meet warrant

Major 900 VPH
Minor 75 VPH

Warrant #2 is satisfied.

3. Warrant #3 (Part 1)

Total volume of vehicles to meet warrant 600 VPH
Total volume entering . 1242 VPH

Part 2

No. of pedestrian crossing (major street) 46 per hour
Minimum pedestrian volume to meet warrant 150 per hour

Warrant #3 not satisfied.

4. Warrant #4 and 5 do not apply.

* 5. Warrant #6

Accidents within a 12 month period; 6

5. Warrant #6 (Cont.)

   Accidents needed to satsify warrant 5 or more over $100

   Warrant #6 satisfied.

* 6. Warrant #7 does not apply.

7. Warrant #8 does not apply as warrants 1 and 2 are satisfied.

CONCLUSION - Traffic signal is warranted.

* Denotes warrants which are satisfied.

WARRANT FOR TRAFFIC SIGNAL INSTALLATION

July 21, 1975

3rd and Ellsworth Intersection

* 1. Warrant #1

Major street vehicle volume (Ellsworth)

798 VPH
Two Lane Approach

Minor street vehicle volume (3rd)

194 VPH
One Lane Approach

Minimum vehicles volume to satisfy warrant

Major 600 VPH
Minor 150 VPH

Warrant #1 is satisfied.

* 2. Warrant #2

Use Volume Above

Ellsworth	798
3rd	194

Minimum VPH to satisfy warrant

Major 600
Minor 150

Warrant #2 is satisfied.

3. Warrant #3 (Part 1)

Total VPH to meet warrant	600
Total VPH Entering	992

This part of warrant met.

Part 2

No. of pedestrian crossing (major street)	38
Minimum pedestrian volume to meet warrant	150

Warrant #3 not satisifed.

4. Warrant # 4 and 5 do not apply.

* 5. Warrant #6

Accidents within a 12 month period; 6
Accidents needed to satisfy warrant 5 or more over $100

Warrant #6 satisfied.

6. Warrant #7 does not apply.

7. Warrant #8 does not apply as Warrants 1 and 2 [illegible] satisfied.

CONCLUSION - Traffic signal is warranted.

* Denotes warrants which are satisfied.

VEHICLE VOLUME SUMMARY

LOCATION 3RD & ELLSWORTH TIME WEDNESDAY

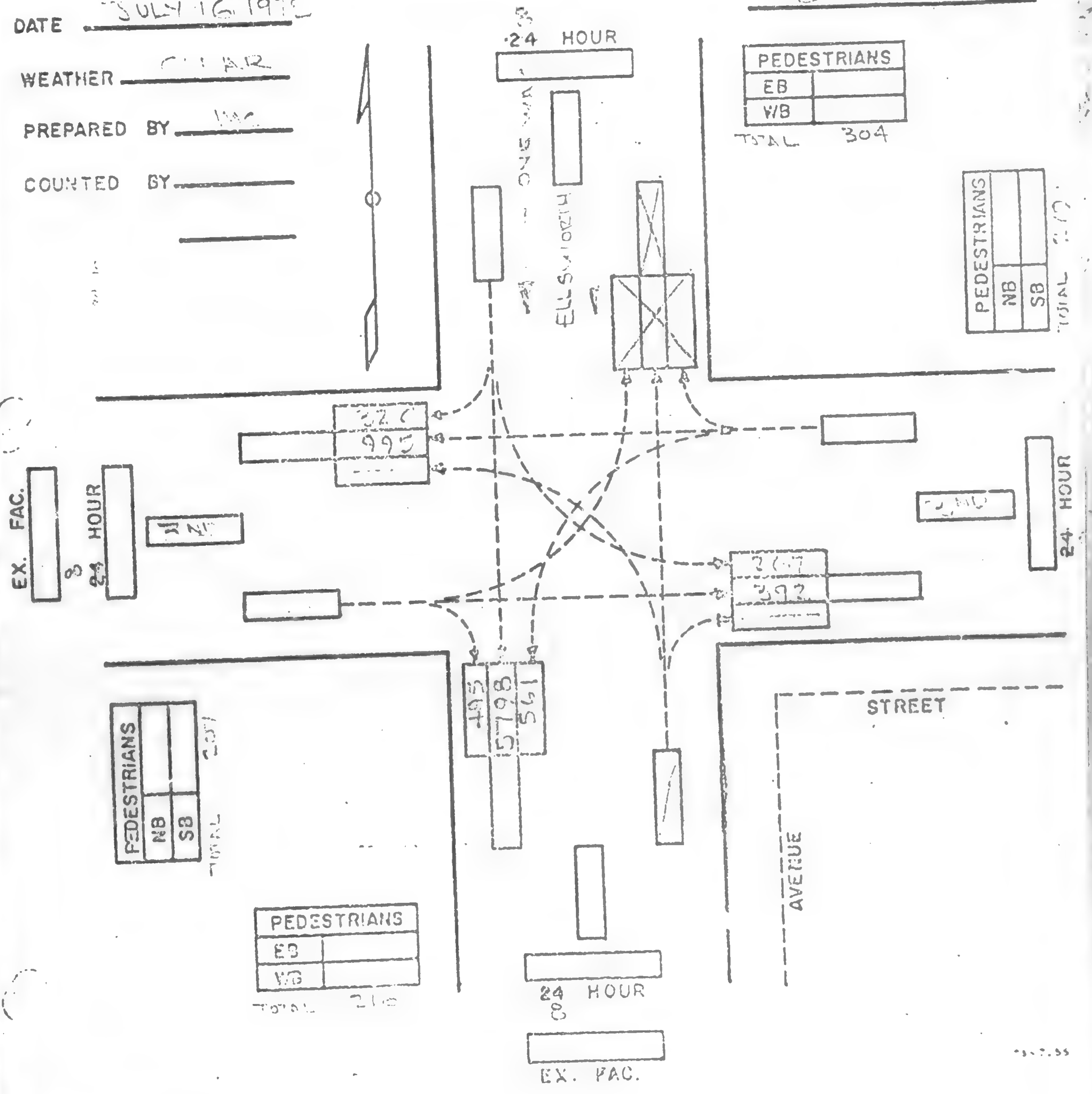
8AM TO 5 P.M

DATE JULY 16 197[illegible]

WEATHER CLEAR

PREPARED BY [illegible]

COUNTED BY


8
24 HOUR
ONE WAY
ELLSWORTH
PEDESTRIANS
EB
WB
TOTAL 304
PEDESTRIANS
NB
SB
TOTAL
EX. FAC.
8
24 HOUR
326
995
24 HOUR
367
392
495
5798
561
PEDESTRIANS
NB
SB
TOTAL
STREET
AVENUE
PEDESTRIANS
EB
WB
TOTAL 216
24 HOUR
8
EX. FAC.

FILE NO. ________

VEHICLE VOLUME SUMMARY

LOCATION 3rd & LYON TIME JULY 15, 1975
TUESDAY
8:AM TO 5P.M.
COUNT

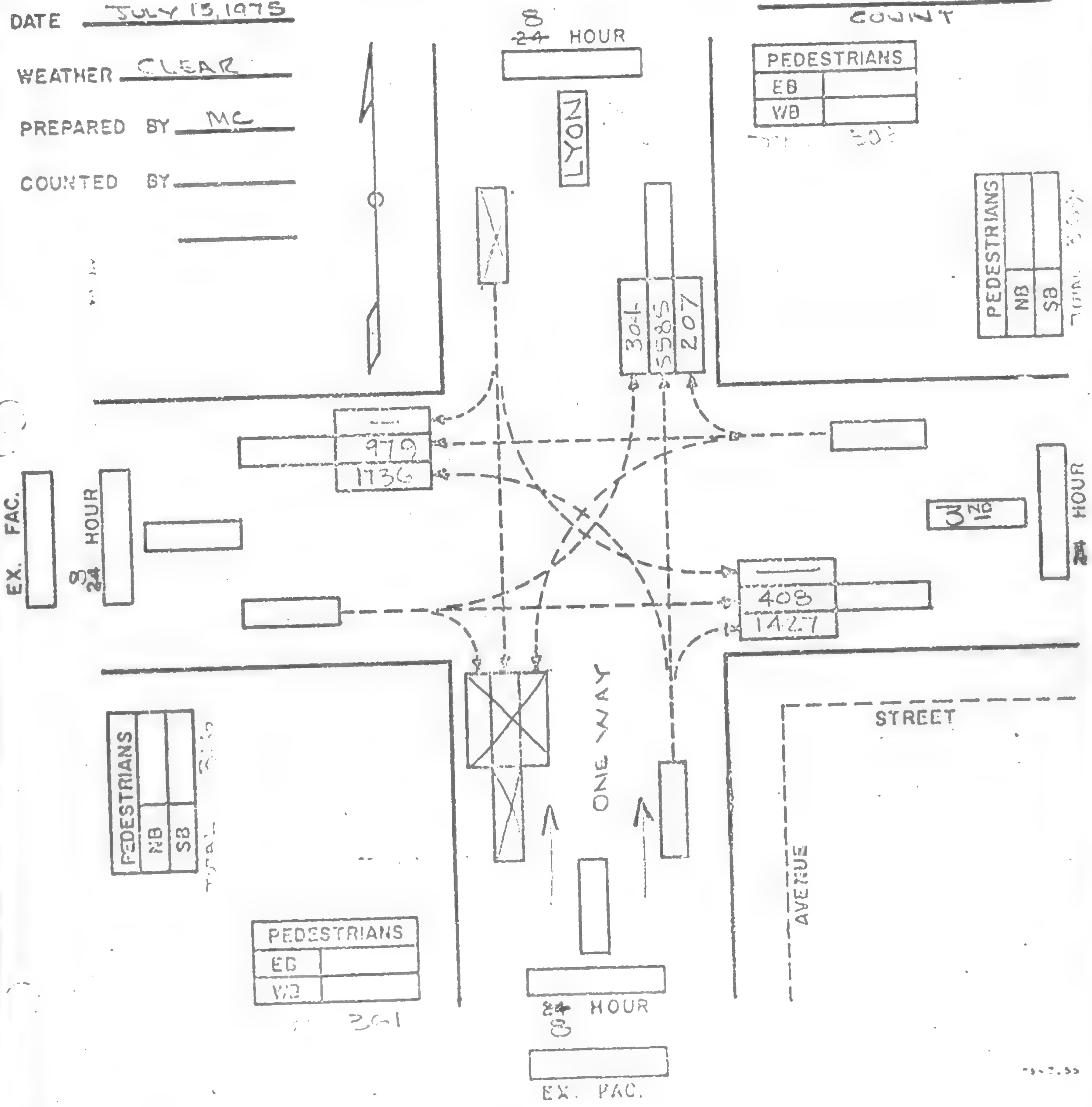
DATE JULY 15, 1975

WEATHER CLEAR

PREPARED BY MC

COUNTED BY ________

____


8
~~24~~ HOUR
LYON
304
5585
207
PEDESTRIANS
EB
WB
PEDESTRIANS
NB
SB
979
1136
3rd
HOUR
EX. FAC.
HOUR
~~24~~
3
408
1427
ONE WAY
STREET
AVENUE
PEDESTRIANS
NB
SB
PEDESTRIANS
EB
WB
261
~~24~~ HOUR
8
EX. FAC.

2 JULY 75

TO: MIKE CORSO
FM: D. L. PEPPER, COP.
RE: ACCIDENTS – 3RD & LYONS / ELLSWORTH

LISTED BELOW ARE THE REPORTED ACCIDENTS AT THE INTERSECTIONS OF 3RD & LYONS & ELLSWORTH PER YOUR REQUEST.

3RD & ELLSWORTH.

	Date		Time	Day	Road Cdn.	Charge.
1	7-JULY-75	↑	1545	Mon	Dry	—
2	4- - 75	12 MONTHS	1835	"	wet	—
3	18-FEB-75		1250	Tues	Wet	Fail to yield R/W
4	2-FEB-75		1609	Sun	wet	Dis. Stop Sign
5	29 AUG 74		1515	Thurs.	Dry	" " "
6	29 July 74	↓	1941	Mon.	Dry	" " "
	5 MAR 74		1541	Tues	Wet	" " "
	14 FEB 74		1850	Thurs.	Dry	Fail wtn. CH.
	3 Jan 74		1545	Thurs.	Dry	—
	7 OCT 73		2115	Sun.	Dry	Imp. lane ch.
	31 July 73		0703	Tues.	Dry	Dis Stop Sign
	27 July 73		1015	Fri	Dry	Fail to yield R/W
	26 May 73		1631	Sat	Dry	Dis Stop Sign
	9 Aug 73		0730	Mon.	Dry	" " "
	12 NOV 72		1145	Sun.	Dry	Fail to yield R/W
	24 Aug 72		1030	Thurs	Dry	Fail to yield R/W

Metro Council
Pg 3 - 3RD - Lyons/Ellsworth TFC ACCIDENTS —

3RD Lyons.

Date	Time	Day	Road Cdn.	Charge
16 June 75	0827	Mon	Dry	—
16 April 75	1908	Wed	Dry	—
[illegible] 75	1742	Fri	Dry	Fail yield R/W pedestri
7 Feb 75	2315	Fri	Dry	Fail yield R/W
7 Feb 74	1331	Tues	Dry	" " "
[illegible] June 74	1854	Thurs.	Dry	" " "
1[illegible] Dec 74	1205	Thurs.	Wet	—
12 [illegible] 74	2225	Fri	Dry	—
27 July 73	0617	Sun	Dry	Fail mtn. control of v
14 May 73	16[illegible]	Mon.	Dry	—
16 April 73	1250	Mon	Wet	—
12 MAR 73	1455	Mon.	Wet	Fail to yield R/W
18 Jan 73	1315	Thurs.	Wet	—
6 NOV 72	1400	Mon.	Wet	Fail to yield
9 MAY 72	1410	Tues.	Dry	—

December 8, 1977

Mr. Hugh Hull
City Manager
Post Office Box 490
Albany, OR 97321

Dear Mr. Hull:

We have completed an analysis of traffic conditions in the central business district of Albany, and I am enclosing a preliminary copy of our study.

As may be seen, the study reviews the traffic signal proposals on 3rd Avenue at Ellsworth Street and Lyon Street, as well as the signal proposal at ORE99E and 29th Avenue. The study also recommends the proposed fire station signal at 6th and Ellsworth.

The two traffic signals proposed on the 3rd Avenue intersections are only very marginally warranted based on the partial data that we have immediately available. If these two intersections were placed on our statewide priority list at this time, they would probably be at or near the bottom of the prioritized listing. Because of this, it would not be appropriate for the state to participate in the installation cost of the 3rd Avenue signals since many other intersections rank higher on a statewide basis. However, we did not have time to assemble all of the data that should be reviewed for these two intersections. We are still in the process of assembling accident data for the two 3rd Avenue intersections. If the data indicates that the accident warrant for the signals is met, then the two intersections would move to a much higher location on the list, in which case I would recommend state participation in the cost.

The intersection at ORE99E and 29th very marginally meets one of the standard signal warrants. It is our opinion that the installation of the traffic signal at 34th Avenue will change traffic flow patterns enough that much of the existing problem at 29th will disappear.

I would suggest that we proceed with the design of the fire station signal and the intersections on 3rd. By the time the work is completed, we will have the necessary accident data. At that time we can determine whether it will be necessary for the city to fund the two installations on 3rd or whether we could share in the expense. In any event, the state will participate in the cost of the fire station signal.

It is further suggested that we continue to monitor the intersection at 29th to determine what action might be appropriate.

From our conversations and earlier correspondence, I assume these arrangements meet with your approval and we will proceed with the traffic signal designs. Please advise me by letter your confirmation of my assumption.

Sincerely,

H. S. Coulter
State Highway Engineer

Enc.

bc Glenn L. Jackson

bbc R. A. Burco
F. B. Klaboe
L. W. Rulien
D. H. Moehring
E. S. Hunter
J. H. Versteeg
L. E. George
John Sheldrake, w/att.-Please proceed with paperwork for survey. HSC

PRELIMINARY
SUBJECT TO CHANGE

OREGON DEPARTMENT OF TRANSPORTATION
Project Management Section
Urban Studies Unit

CITY OF ALBANY: TRANSPORTATION PLANNING FOR THE CENTRAL BUSINESS DISTRICT

Summary

Transportation planning for downtown redevelopment is awaiting city input.

All proposed signals shown by location on Map 1 are warranted. There is a difference in the degree of need between the analysis by the Urban Studies Unit and work done by the city. The cities' work is yet to be examined by the Urban Studies Unit. All differences should be reconciled, but approval of signal installations should not be delayed.

The Urban Studies Unit recommends a wait and see program for the signal proposed for 29th Avenue and Pacific Highway (ORE 99E). Conditions have recently changed and traffic may function satisfactorily, due to the signal now located at 34th Avenue and Pacific Boulevard. This new signal causes "breaks" in the traffic. These breaks increase the ease of access at 29th Avenue.

Background

Early this year (1977) Transportation Commission Chairman Glenn Jackson and State Highway Engineer Scott Coulter were guests of the City of Albany Chamber of Commerce on a bus tour to observe local transportation problems. During the tour there was a discussion of the possibility of state transportation planners assisting the city to determine the impacts of Central Business District (CBD) redevelopment on the state and local street systems.

In order to forecast future traffic, the size, extent and nature of the development must be locally defined. This requires a substantial commitment on the part of the city planning or public works staff.

At the time the Urban Studies Unit personnel met with city staff, the outcome of a city election to provide support for the redevelopment of the downtown was in question. Therefore, the city staff advised that the study should be held in limbo until the downtown redevelopment plans were better defined.

Consequently, the Urban Studies Unit does not feel on firm grounds in forecasting future traffic in the development area without the city supplying local development information.

More Recent City Requests

In October, 1977 letters (copies attached) from Mayor Leonard M. Roche to Chairman Jackson and from City Manager Hugh Hull to Highway Engineer Coulter asked for the installation of certain signals in the City of Albany.

This report is primarily in response to these recent letters. The report shows the results of traffic signal analyses of current conditions. It shows that the signals are warranted. Also, certain engineering and technical recommendations are made concerning existing signals.

Signal Warrants

To determine signal warrants The Oregon Department of Transportation (ODOT) uses the procedures and weighting evaluation system given in the National Manual on Uniform Traffic Control Devices, 1971 Edition. In addition, ODOT has adopted criteria that must be met for fire station signal warrants.

The signal warrants that apply to the proposed installations in the City of Albany and their weighed values are given below:

Warrant	Weighted Value
Accident Experience	35
Minimum Vehicular Volume	25
Interruption of Continuous Traffic	10
Combination of Warrants	10
Systems Warrant	5

A given intersection may meet more than one warrant for a signal. In such cases the weighed values are added. Thus a relatively high weighed value (perhaps 60 or 70) indicates a high degree of need for a signal. A low weighed value (perhaps 5 or 10) indicates a lower degree of need. However, despite a difference in the degree of need, in both examples used, a traffic signal installation would be warranted.

Signal Warrants for Accident Experience

A signal warrant for Accident Experience should be based on the immediate past 12 months accident records. Furthermore, only those accidents that would reasonably be preventable by a signal should count towards the signal warrant. Thus, turning accidents, angle accidents and etc. count towards the signal warrant while rear-enders do not.

Therefore, it is necessary to know not only the number of accidents, but the type of accidents to determine if a signal is warranted, due to accident experience.

Accident information in sufficient detail to determine these Albany signal warrants will not be available to the Urban Studies Unit until earl~~ier~~y in January, 1978. Therefore, a definite answer, one way or another on accident experience warrants, cannot be given.

What can be given is the number of preventable accidents for the previous three years. It should be understood that five (5) preventable accidents is the number (in 12 months) that warrant a signal.

Signal Proposal at 3rd Avenue and Ellsworth Street, (US 20)

Map 1 shows the signal locations under study.

November, 1977 manual traffic counts at this intersection show the intersection meets the Systems Warrant (Weighted Value is 5). A signal is warranted, but the need relatively low.

There were four preventable accidents in each of 1974, 1975 and 1976. It is possible that the past 12 months resulted in one more preventable accident, which would warrant a signal for accident experience.

Furthermore, a discussion with Director of Public Works Hal Leedom reveals that the city has made an evaluation that shows a higher level of need. The Urban Studies Unit has not had an opportunity to examine the city's work, but feels no need to hold up this report to determine the degree of signal warrant.

Signal Proposal at 3rd Avenue and Lyon Street, (US 20)

Refering again to Map 1, a signal at this location is warranted under Systems Warrant and Combination of Warrants (weighted value 15). Again the city has done an evaluation indicating a greater need, which has not been reviewed by the Urban Studies Unit.

In 1974 there were three preventable accidents. In 1975 there were five preventable accidents (met warrant) and there were two in 1976.

Comments on Signal Equipment

The signal equipment presently at 1st and 2nd Avenues and US 20 (Lyon and Ellsworth) were installed in the 1950's. Adequate repair parts are no longer available. Therefore, new controllers should be installed and tied to the proposed 3rd Avenue installations.

The existing one inch underground conduit is probably adequate if cleaned and reused. (If not useable, add $3,200 to costs). However, the #10 wire should be replaced with #3, to cut voltage drop. Also, the three wire interconnect should be replaced with 10 wire interconnect to permit signal programming flexibility.

If new controllers were installed at 1st, 2nd and 3rd Avenues the state would probably assume maintenance (under an agreement with the League of Oregon Cities) with the city paying for the power.

Signal Proposal at 29th Avenue and Pacific Highway (ORE 99E)

Earlier in 1977 an ODOT recommendation was against a signal at this location, because the intersection did not meet signal warrants.

The Urban Studies Unit now determines that this location does meet warrants for Interruption of Continuous Traffic and Systems (weighed value 15). This evaluation is primarily due to the speed being in excess of 40 mph on Pacific Highway. If a speed zone was introduced on Pacific Highway with speeds below 40 mph, a signal would not be warranted at 29th Avenue.

Even though warranted, the Urban Studies Unit believes a signal could cause as much delay to motorists on 29th Avenue, as without a signal.

Conditions have changed since the bus tour for Glen Jackson and Scott Coulter. There is now a new temporary signal at 34th Avenue and Pacific Highway. The signal causes "breaks" in the traffic and allows motorist to cross or enter more easily at 29th Avenue.

Tables 1 and 2 show the results of observations on November 24, 1977, at the subject intersection, by a qualified traffic engineer. The observations were made during the evening peak hours.

It will be noted that about 85 percent of the 29th Avenue vehicles were delayed less than 15 seconds and none more than one minute. A signal installation at this intersection could cause a greater delay for 29th Avenue traffic, than no signal at all, because most of the "green time" would have to be given to the Pacific Highway.

The Urban Studies Unit suggests that any decision on a signal at 29th Avenue be delayed. Conditions are already much better at 29th Avenue as compared to that observed on the bus tour. Further improvement may be experienced when the more sophisticated, permanent signal is installed at 34th Avenue.

Fire Signal Proposal at 6th Avenue and Ellsworth Street, (US 20)

This fire signal is fully warranted and should be installed. It should be interconnected with other signals to maintain progression. The signal should be equipped with pre-emption controls at the fire station.

Mel Makin/William L. Cranford
December 7, 1977

MAP 1

CITY OF ALBANY: TRANSPORTATION PLANNING FOR THE CENTRAL BUSINESS DISTRICT

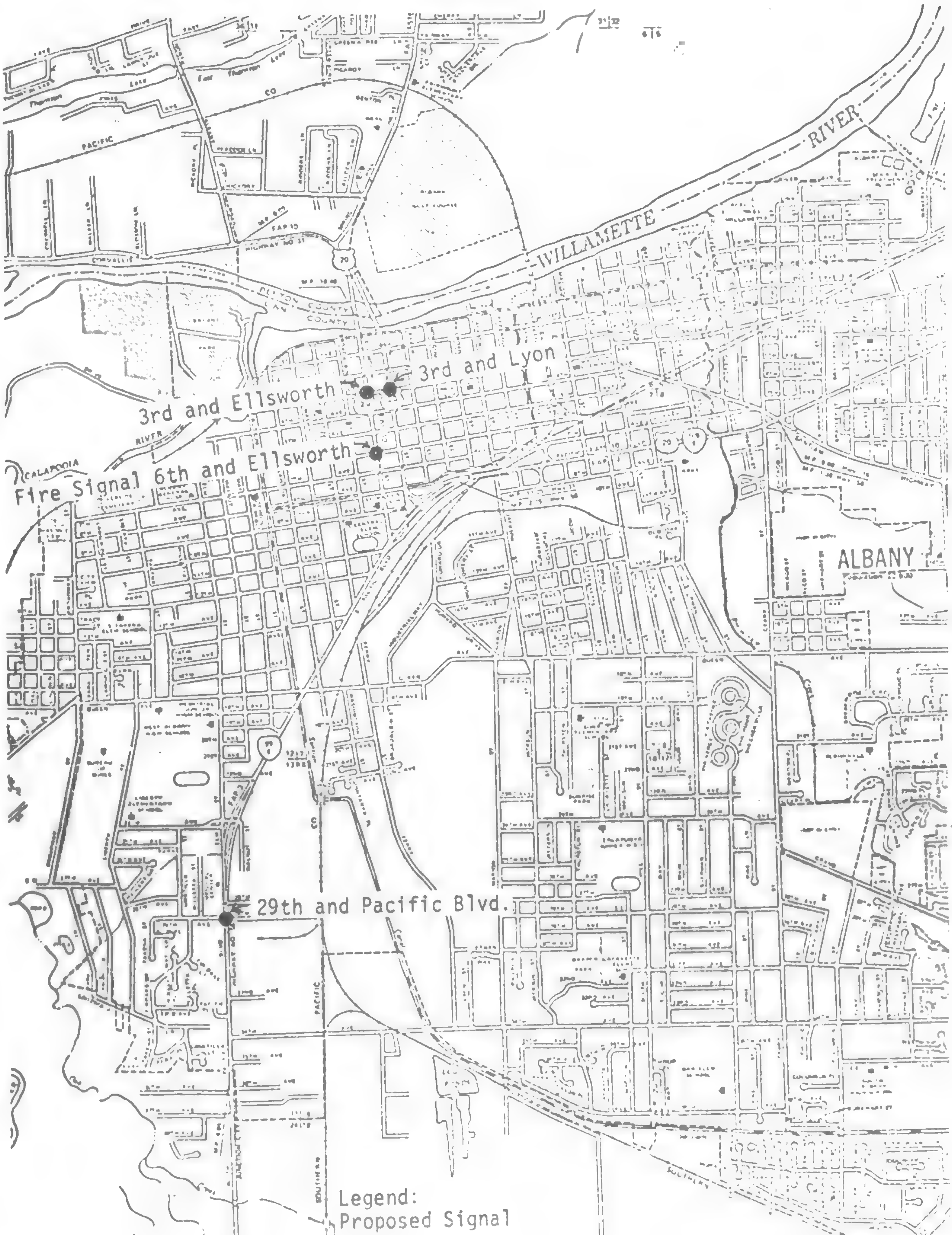

WILLAMETTE RIVER
CALAPOOIA RIVER
ALBANY
3rd and Lyon
3rd and Ellsworth
Fire Signal 6th and Ellsworth
29th and Pacific Blvd.
Legend:
Proposed Signal Locations

TABLE 1

CITY OF ALBANY: TRANSPORTATION PLANNING FOR THE CENTRAL BUSINESS DISTRICT

Intersection: 29th Avenue and Pacific Boulevard (ORE 99E)
November 24, 1977

Subject: Vehicles delayed and approximate delay on the west approach to 29th Avenue.

	Vehicles Delayed			
Time	0-15 Seconds	15-30 Seconds	30-60 Seconds	60 plus Seconds
3:37-4:00 PM	17	3	0	0
4:00-4:30 PM	24	3	1	0
4:30-5:00 PM	21	3	3	0
5:00-5:30 PM	16	4	1	0
Total	78	13	5	0
Percentage	81%	14%	5%	0%

Note: Average delay per vehicle = 11.5 seconds.

TABLE 2

CITY OF ALBANY: TRANSPORTATION PLANNING FOR THE CENTRAL BUSINESS DISTRICT

Intersection: 29th Avenue and Pacific Boulevard (ORE 99E)
November 24, 1977

Subject: Vehicles delayed and approximate delay on the east approach to 29th Avenue

	Vehicles Delayed			
Time	0-15 Seconds	15-30 Seconds	30-60 Seconds	60 plus Seconds
3:37-4:00 PM	3	0	0	0
4:00-4:30 PM	3	0	1	0
4:30-5:00 PM	19	1	1	0
5:00-5:30 PM	8	3	0	0
Total	33	4	2	0
Percentage	85%	10%	5%	0%

Note: Average delay per vehicle = 11.0 seconds.

1039

GENERAL FILES

2

November 8, 1977

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power & Light Company
Post Office Box 1147
Medford, Oregon 97501

Dear Glenn:

Attached for your consideration is a suggested reply to Leonard Roche, Mayor of Albany, concerning traffic signals in that city.

I believe the draft is self-explanatory but, if you need anything additional, please let me know.

Sincerely,

F. B. Klaboe
Assistant Director for Operations

Attachment

bc: Robert A. Burco
H. S. Coulter
E. S. Hunter
L. E. George

srb

SUGGESTED REPLY FOR MR. JACKSON'S CONSIDERATION

November 8, 1977

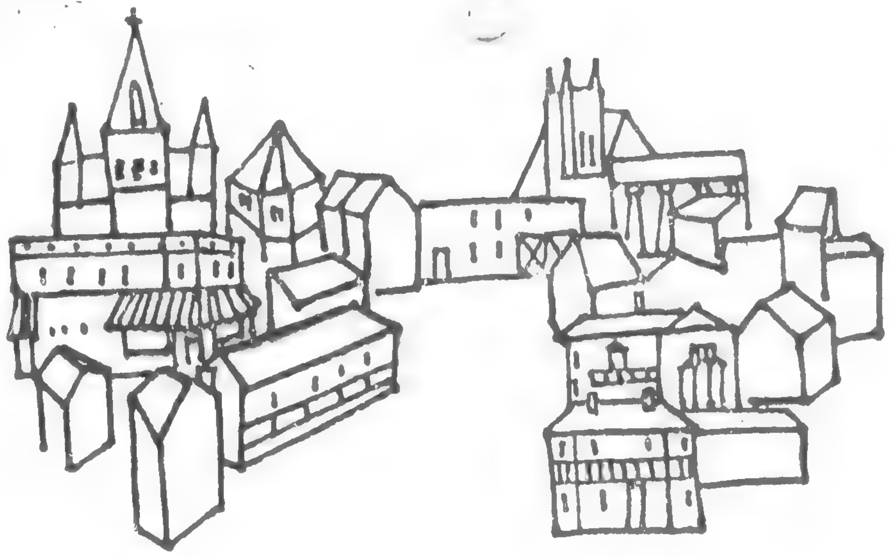
The Honorable Leonard M. Roche
Mayor of Albany
Post Office Box 490
Albany, Oregon 97321

Dear Len:

Attached is a copy of Scott Coulter's reply to Hugh Hull about the traffic signals in Albany. It appears that the problem at 29th and Pacific may be helped when the signal at 34th is in operation.

I have asked Scott to complete the studies as soon as possible to determine how these needs may align with statewide priorities. I believe the cost sharing method is the appropriate way to fund warranted signals on the State Highway System.

HSC:ia srb



City of Albany

OFFICE OF THE MAYOR, LEONARD M. ROCHE

RECEIVED
STATE HWY ENGR
OCT 31 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

October 27, 1977

Mr. Glenn L. Jackson, Chairman
State Highway Commission
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon

Dear Glenn:

Enclosed is a copy of a letter to Scott Coulter from Hugh Hull. As you can see from its contents, we are planning to install traffic lights at some critical intersections, one being at 29th and Pacific. As you may recall, the latter is one where you sat in a bus for 10 minutes waiting to cross.

We consider these so important that we are pressed to use our own funds for the entire project. Needless to say, however, we are not going to turn away state or federal matching funds if they should be forthcoming.

It is, however, imperative that we obtain the Commission's approval as soon as possible; and I am asking for your help in expediting that approval. ✓

We are gratified for your help in the funding of the 34th and Pacific signal, and thank you for that. May we again call upon you for your help as spoken to in Mr. Hull's letter.

Sincerely,

Len

Leonard M. Roche
Mayor

ldh
Enclosure

RECEIVED
DOT OPERATIONS
OCT 28 '77
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

RECEIVED
OCT 28 1977
OFFICE
DIRECTOR of TRANSPORTATION

P. O. BOX 490 • ALBANY, OREGON 97321 • (503) 926-4261

November 7, 1977

Mr. Hugh Hull
City Manager
P. O. Box 490
Albany, OR 97321

Dear Hugh:

I apologize for not responding to your letter sooner, but I have been out of the state for two weeks and just returned this morning.

The justification for the signals on 3rd Avenue are involved with the updating of the study that our Planning people have been working on in conjunction with some of your employees. I have been unable to determine the current status of that study because our man most knowledgeable is out of the state at this time.

A traffic analysis at 29th Avenue and Pacific Boulevard conducted earlier this year by the Traffic Section indicated that this did not meet warrants for a signal. However, I am well aware of the delay you "staged" for us several months ago and of the apparent need to provide a means for traffic to enter across or onto Pacific Boulevard. It is anticipated that the installation of a signal at 34th Avenue will alleviate the problem by providing some gaps in the northbound traffic flow. I am requesting our Traffic people to reevaluate this intersection following operation of the signal at 34th.

I was not aware of the proposed installation of a signal at 6th Avenue and Ellsworth to facilitate fire department operations; however, it is my understanding this probably will meet criteria for a fire signal installation, the cost of which would be split equally between the City and the State.

My understanding of any difficulty you are experiencing in the interconnect between signals on 1st and 2nd Avenues is probably related not to the controllers, but to the intertie circuits. The correction of this difficulty would appear to be a maintenance item and your responsibility.

I will be in contact with you again as soon as I can obtain information on the status of the study underway.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc Glenn L. Jackson

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
L. E. George
J. H. Versteeg
D. H. Moehring
L. W. Rulien --Please complete study as soon as possible.
John Sheldrake -- Please cooperate w/Cranford in completing study and reevaluate need for signal at 29th after 34th operative.

City of Albany

October 26, 1977

RECEIVED
STATE HWY ENGR
OCT 28 '77
REFER TO
Bud George
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

K

Mr. Scott Coulter
State Highway Engineer
Highway Building
Salem, OR 97310

Dear Scott:

As you know the City of Albany has been concerned for sometime about the need for new traffic signals at the following locations:

1. 3rd Avenue at Ellsworth (Highway 20)
2. 3rd Avenue at Lyon (Highway 20)
3. 29th Avenue at Pacific Blvd (Highway 99E)
4. 6th Avenue at Ellsworth (Highway 20) for Fire Department signal

Coupled with No. 1 and 2 above is also the installation of new control mechanisms for the existing signals at 1st and 2nd Avenues at Ellsworth and Lyon to up-date these installations as well.

Please consider this as the City of Albany's formal request for the Oregon Department of Transportation to install these signals with funding to be handled in one of the two methods outlined below:

A. Our first choice would be for the Highway Division to participate in the normal 50-50 cost sharing with power costs being paid by the City and maintenance costs by the State.

B. The City Council considers the installation of these signals of such importance from both the safety standpoint and to provide a means of allowing local side street traffic to move across or onto the State Highways that they have taken the liberty of budgeting funds for the total cost of these signals. Should it not be possible for the State to cost share in one or more of the installations, the City is prepared to fund the entire cost including design and construction engineering.

P. O. BOX 490 • ALBANY, OREGON 97321 • (503) 926-4261
AN EQUAL OPPORTUNITY EMPLOYER

As you can appreciate, the City is extremely anxious to get these signals completed. We would appreciate the Highway Division and Transportation Commission approvals at the earliest possible time. If adviseable, City staff or City Council representatives can meet with OSHD staff or appear before the Transportation Commission.

If you have any questions, please do not hesitate to call.

Very truly yours,

Hugh Hull
City Manager

c.c Public Works Director

vwr

1979 Deadmans Pass Safety Rest 9033
Area on the Old Ore. Trail.
(Sewage disposal system)

C&A 6155 6-24-77

cc: OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT August 26, 1981	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. I-84-6(64)228
COMPLETION DATE October 29, 1980	ACCEPTANCE DATE BY CONTRACT AGENCY March 5, 1981	TIME ELAPSED %	CONTRACT TIME See below
APPROVED EXTENSIONS None	LOCATION Approximately 19 miles east of Pendleton on I-84 in Umatilla County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DEADMAN'S PASS SAFETY REST AREA

SEWAGE DISPOSAL SYSTEM

UMATILLA COUNTY

This project proceeded for the construction of a sewage disposal system for this safety rest area. The system consists of a three cell sewage treatment lagoon, chlorination facilities, and pumping facilities. Other incidental work was also included.

The contract specified a completion date of October 31, 1980. The project was completed on October 29, 1980. The final cost of the original contract items was $358,422.36 or a 5.5% overrun of the contract bid amount of $339,727.00. The final project cost including all engineering and changes was $422,096.27.

All participating work has been completed.

A final inspection of the completed work was made on February 24, 1981.

RECEIVED
STATE HWY ENGR
AUG 31 '81
REFER TO Kenny
FOR
Info | Inves | R&D | D.R. | Sign | Act | File

24 10
9-3-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE 8-28-81	TITLE Field Operations Engineer	DATE 8-28-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7-33

HSC

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: May 7, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Deadmans Pass Safety Rest Area
Old Oregon Trail
Contract No. 9033

This federal-aid sewage disposal system project is in need of an increase in project authorization in the amount of $29,690, or 7.7 percent.

Major unanticipated work items that caused the increased cost was the replacement of existing pump station equipment at $9,430, removal of excess material from the lagoon area at $6,432 and repair of an electrical line at a cost of $3,369. Also, the general excavation item overran as did the project engineering by $4,831 and $7,000 respectively.

This increased project cost is eligible for federal participation.

It is recommended that the authorization for this project be increased by $29,690 to a new total of $415,422.02. This matter will be on the consent calendar for the May 19 meeting.

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
W. E. Schwartz

L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9033

DATE: May 7, 1981

TO: H. S. Coulter
State Highway Engineer

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
Deadmans Pass Safety Rest Area
Old Oregon Trail Highway
Contract No. 9033

NOTED
H.S. COULTER

This federal-aid sewage disposal system project has been completed and an overrun of the project authorization is now apparent. The project has exceeded the authorized amount by $29,690, or 7.7 percent. The need for an increase in project authorization was not indicated until an error in the method of measuring general excavation was discovered which necessitated a post-final payment of $20,132.

Existing equipment at one of the pump stations had to be replaced and was paid for at the bid price of $9,430. Another major contributor to the increase in project cost was the need to remove excess material from the lagoon area at a cost of $6,432. The main entrance feeder was not shown correctly on the "As Constructed Plans" from a previous project and, as a result, the line was damaged during excavation for a septic tank. The electric line was repaired at a cost of $3,369.

The general excavation item, after the above mentioned post-final payment, overran by $4,831 and the project engineering overran by approximately $7,000.

The increased project costs are eligible for federal participation.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

WR:fr

Att.

cc: W. E. Schwartz
H. N. VanCleave
Robert Church

OK! ?

9033

DATE: May 7, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Deadmans Pass Safety Rest Area
Old Oregon Trail
Contract No. 9033

This federal-aid sewage disposal system project is in need of an increase in project authorization in the amount of $29,690, or 7.7 percent.

Major unanticipated work items that caused the increased cost was the replacement of existing pump station equipment at $9,430, removal of excess material from the lagoon area at $6,432 and repair of an electrical line at a cost of $3,369. Also, the general excavation item overran as did the project engineering by $4,831 and $7,000 respectively.

This increased project cost is eligible for federal participation.

It is recommended that the authorization for this project be increased by $29,690 to a new total of $415,422.02. This matter will be on the consent calendar for the May 19 meeting.

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
W. E. Schwartz

9033

TO-BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-53

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-6-81

te OREGON

County UMATILLA

Project Number I-84-6(64)228

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 396,000.00	$ 423,000.00
Federal funds	$ 365,190.00	$ 390,090.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of May, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 30, 1981

Federal Aid Project
No. I-84-6(64)228

Deadmans Pass Safety Rest Area
Old Oregon Trail Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Sewage Disposal System

Subtotal of previous estimate of February 20, 1981 $349,157.00

Previous Estimate

General Excavation	19,600 Cu. Yd.	5.35	$104,860.00
		TOTAL	$104,860.00

Revised Estimate

General Excavation	20,500 Cu. Yd.	5.35	$109,675.00
Repl. & Repair Main Elec. Feeder Line (P.A. #1)		All Required	3,368.00
Inst. Transformer, Pipe & Misc. Work (P.A. #2)		All Required	7,338.00
Remove Excess Material (P.A. #3)		All Required	6,432.00
Repl. Shrubs & Lawn (S.F.O. #1)		All Required	3,000.00
		TOTAL	$129,813.00
		Increase	$ 24,953.00
		SUBTOTAL	374,110.00
		Engineering	48,890.00
		TOTAL	$423,000.00

Length of Roadway ----------- 0.0 miles

Federal Funds	$390,090.00
State Funds	32,910.00
TOTAL	$423,000.00

Group 1-100%
Contract No. 9033
Prefix 630-1996
Prefix 630-1066

9133

ATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-43	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
MODIFICATION NUMBER 1	2/27/81	Project Number I-84-6(64)228

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20 , 19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 385,590.00	$ 396,000.00
Federal funds	$ 355,591.00	$ 365,190.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of February , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D.H. Moehring

Asst. State Highway Engineer
(Title)

~~XX~~ By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valach (actg.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 20, 1981

Federal Aid Project
No. I-84-6(64)228

Deadmans Pass Safety Rest Area
Old Oregon Trail Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Sewage Disposal System

Subtotal of previous estimate of November 2, 1979 $339,727.00

Previous Estimate

Effluent Pump Station Equipment	2 Each	9,430.00	$ 18,860.00

Revised Estimate

Effluent Pump Station Equipment	3 Each	9,430.00	$ 28,290.00

Increase	$ 9,430.00
SUBTOTAL	349,157.00
Engineering	46,843.00
TOTAL	$396,000.00

Length of Roadway --------- 0.0 miles

Federal Funds -------------	$365,190.00
State Funds ---------------	30,810.00
TOTAL	$396,000.00

Group	1-100%
Contract No.	9033
Prefix	630-1996
Prefix	630-1066

9033

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-81	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	Oregon County Umatilla Project No. I-84-6(64)228

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-84, 19.0 mi. S.E. of Pendleton

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-29-79	0.0
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS Pro Rata 92.22%
$ 385,590.00	$ 355,591.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 11-20-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, November 2, 1979

Federal Aid Project
No. I-84-6(64)228

DEADMANS PASS SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Project Agreement Estimate.

Type Code Y022
Sewage Disposal System

Mobilization	All Required		$ 17,000.00
Waste Water Chlorination Building	1 Only	11,250.00	11,250.00
Clearing and Grubbing	All Required		32,000.00
General Excavation	19,600 Cu.Yd.	5.35	104,860.00
Aggregate Base	250 Cu.Yd.	15.00	3,750.00
Membrane Protection Material	All Required		20,160.00
Lagoon Inlet and Outlet Piping Work	All Required		13,440.00
Lagoon Underdrain System	All Required		5,600.00
CL-6R Modified Chain Link Fence	2,450 Lin.Ft.	9.03	22,123.50
16'x72" Modified Chain Link Single Gates	1 Each	1,096.00	1,096.00
Roadside Seeding and Mulching	2 Acre	1,000.00	2,000.00
Irrigation System	All Required		7,000.00
Lagoon PVC Membrane Liner	All Required		23,500.00
Effluent Pump Station Concrete Sump	2 Each	7,000.00	14,000.00
Effluent Pump Station Equipment	2 Each	9,430.00	18,860.00
3-inch Polyethylene Sewage Pressure Lines	2,850 Lin.Ft.	5.75	16,387.50
Waste Water Disposal Facilities	All Required		19,200.00
10,000 Gallon Septic Tank	1 Each	7,500.00	7,500.00
	Subtotal		$ 339,727.00
	Engineering		45,863.00
	Total		$ 385,590.00

Length of Roadway - - - - - - - - - - - - - - - 0.0 miles

Work Retained in Program Status
(not included in amounts below)

DEQ Permit Fees	All Required	$ 125.00

Federal Funds (92.22%)	$ 355,591
State Funds	29,999
Total	$ 385,590

Group 1 100%
Contract No. 9033
Prefix 630-1996
Prefix 630-1066

#9033

L

April 17, 1981

American Fidelity Fire Insurance Co.
c/o Beeson & Company, Inc.
250 Central Building
810 3rd Street
Seattle, WA 98104

CON 5
#9033

Gentlemen:

A post-final payment for $20,131.57 will be made to F. Hodgson & Sons for a sewage disposal system at Deadmans Pass Safety Rest Area on the Old Oregon Trail in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $375,361.50 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: F. Hodgson & Sons
600 2nd Street
P. O. Box 182
North Powder, OR 97867

Northwest Bonding Agency, Inc.
P. O. Box 1446
Beaverton, OR 97005

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

#9033

3-24-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-84-6(64)228

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90222

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/29/81

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:

Deadman's Pass Safety Rest Area

11. GENERAL DESCRIPTION OF WORK

Replace shrubs and lawn

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

This will confirm the advance authorization date of 1/29/81, as requested in Mr. Keasey's letter of 2/12/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $3,000 Federal Funds $2,767.

RECEIVED
STATE HWY ENGR
MAR 30 '81
REFER TO
Original to [illegible]
FOR

Info	Invws	R/D	D/R	Sign	Act	File

14. DATE 3/24/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible] for

16. TITLE Assistant Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

#9033

March 11, 1981

American Fidelity Fire Insurance Co.
c/o Benson & Company, Inc.
230 Central Building
810 Third
Seattle, WA 98104

CON 5
#9033

Gentlemen:

On March 9, 1981, we wrote to you concerning release of final payment on Contract No. 9033 awarded to F. Hodgson & Sons for a sewage disposal system at Deadmans Pass Safety Rest Area on the Old Oregon Trail in Umatilla County.

Final payment on this contract is $1,000 and the total contract amount is $355,429.93. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms
cc: F. Hodgson & Sons
600 2nd Street
North Powder, OR 97867

Northwest Bonding Agency, Inc.
P. O. Box 1448
Beaverton, OR 97005

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

NOTED
JACK L. SOLLIS

STOEL, RIVES, BOLEY, FRASER AND WYSE
(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)
LAW OFFICES
900 S W FIFTH AVENUE
PORTLAND, OREGON 97204
(503) 224-3380

ALLAN R. ABRAVANEL
JEFFREY MICHAEL ALDEN
RICHARD E. ALEXANDER
RICHARD D. BACH
PAUL L. BOLEY
ERNEST BONYHADI
PHILLIP D. CHADSEY
HARRY S. CHANDLER
CLEVELAND C. CORY
KAREN K. CREASON
THOMAS P. DEERING
JOHN DETJENS, III
BARNES H. ELLIS
EDWARD L. EPSTEIN
HOWARD M. FEUERSTEIN
RICHARD A. FRANZKE
GEORGE H. FRASER
GEORGE M. GALLOWAY
LEONARD A. GIRARD
WILLIAM J. GLASGOW
GERSHAM GOLDSTEIN
RONALD S. GROSSMANN
CHARLES H. HABERNIGG
ROBERT F. HARRINGTON
JOHN R. HAY
RICHARD A. HAYDEN, JR.
DAVID G. HAYHURST
HENRY H. HEWITT
CHARLES F. HINKLE

ROBERT H. HUNTINGTON
STEPHEN T. JANIK
VELMA JEREMIAH
RICHARD C. JOSEPHSON
JOEL D. KUNTZ
DEXTER E. MARTIN
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
GEORGE K. MEIER, III
DAVID P. MILLER
GREGORY R. MOWE
HARDY MYERS
THOMAS R. NICOLAI
MILO E. ORMSETH
TERRENCE R. PANCOAST
MARK H. PETERMAN
CAMPBELL RICHARDSON
ROBERT L. RIDGLEY
GEORGE D. RIVES
RICHARD E. ROY
JOHN M. SCHWEITZER
PATRICK J. SIMPSON
HUGH SMITH
THOMAS B. STOEL
MANLEY B. STRAYER
JERE M. WEBB
CLARENCE R. WICKS
MARCUS WOOD
WILLIAM W. WYSE

Counsel
DAVID L. DAVIES
HUGH L. BIGGS

GAIL L. ACHTERMAN
CHARLES F. ADAMS
STEPHEN E. BABSON
MARGARET M. BAUMGARDNER
WILLIAM A. BERG
RUTH A. BEYER
CONSTANCE HEIMS BLOCK
JOHN A. BOGDANSKI
JOHN F. BRADACH
HENRY C. BREITHAUPT
DEE K. CARLSON
BERTRAND J. CLOSE
ELIZABETH F. COSGRIFF
NANCY L. COWGILL
E. JOSEPH DEAN
FRANCIS S. DELIA
CHRISTINE L. DICKEY
MARK R. FEICHTINGER
RANDOLPH C. FOSTER
NANCY M. GANONG
ANDREW R. GARDNER
BENNETT H. GOLDSTEIN
SUSAN P. GRABER
DAVID W. GREEN
STEPHEN L. GRIFFITH

THOMAS G. P. GUILBERT
KIRK R. HALL
SUSAN M. HAMMER
JOYCE A. HARPOLE
JAMES C. HOWE
PAMELA L. JACKLIN
PETER R. JARVIS
GREGORY F. JENNER
CHARLES S. LEWIS, III
DENNIS LEYBOLD
GREGORY H. MACPHERSON
WILLIAM E. MERRITT
ROBERT J. MOORMAN
THOMAS H. NELSON
MARK A. NORBY
MARGARET HILL NOTO
THOMAS R. PAGE
GUY A. RANDLES
LOIS O. ROSENBAUM
STEVEN SCROGGIN
JAMES RAY STREINZ
ANN E. THOMPSON
E. WALTER VAN VALKENBURG
STEPHEN S. WALTERS
TIMOTHY J. WYLDER

FEbruary 25, 1981

RECEIVED
STATE HWY ENGR
FEB 27 '81
REFER TO
Sollis
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

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RECEIVED
STATE HWY ENGR
MAR 10 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Scott Coulter
State Highway Engineer
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Re: F. Hodgson & Sons/OSHD Contract 9033

We are the attorneys for F. Hodgson & Sons in connection with the above project.

As you may know, F. Hodgson & Sons has been requesting for some time its retainage, together with certain other unpaid amounts and verification of quantities upon which the State made payment on certain items.

We have reviewed this matter with F. Hodgson & Sons and, based upon our review, it appears that they are entitled to their retainage, together with certain additional compensation and the information they have requested.

F. Hodgson & Sons is most anxious to resolve this matter as soon as possible and perhaps it would help if we scheduled a meeting sometime early next week with representatives from your office, F. Hodgson & Sons, together with Jack Sollis and myself.

I would appreciate it if either you or Jack would call me so we can discuss this matter.

Very truly yours,

Richard E. Alexander

Called attys
matter being
taken care of
JLS
3-4-81

REA:stp
cc: Mr. Jack Sollis
Mr. Fred Hodgson

9033 1-80

PROJECT: DEADMANS PASS SAFETY REST AREA
HIGHWAY: OLD OREGON TRAIL
COUNTY: UMATILLA

CONTRACT NO: 9033
PREFIX NO: 630-1066
F.A. NO: I-84-6(64)228

NARRATIVE REPORT

Contractor began work on December 13, 1979 and completed the project within the specified contract time.

A discussion by bid item is listed below:

2. WASTE WATER CHLORINATION BUILDING

The plans did not call for this building to be painted, but during the pre-construction conference, it was decided to paint it to match the existing buildings in the rest area.

The plans specified a weather head and meter base be attached to the building. This would be acceptable under normal conditions, but with this building being inside the fence around the lagoon, it makes it impossible for the power company to read the meter unless they are let in or have their lock on the gate. This should have been picked up in the field.

If building is to be heated, the vents should be designed so that they can be closed.

1 Versteeg
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2 Christensen
Olson
Sullivan Copy
Terpin
Trout
Wakeslie

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JAN 07 1981
ROAD DESIGN SECTION

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Action

3. CLEARING AND GRUBBING

No problems.

4. GENERAL EXCAVATION

In the future, I believe this would best be listed as a Lump Sum item rather than by cubic yards with an additional statement saying that any excess material will become the property of the contractor and be disposed of in a manner and location approved by the engineer or by designation of a disposal site with appropriate lines and grades.

5. 3/4"- 0 AGGREGATE BASE

With a quantity this small, if possible, it should be classified as a commercial material with no gradation requirement.

6. MEMBRANE PROTECTION MATERIAL

This specification worked very well and should be used on future contracts.

7. LAGOON INLET/OUTLET PIPING

No problems.

8. LAGOON UNDERDRAIN SYSTEM

It is impossible to install the vents using ADS pipe vertical in this type of material. Specification should be changed to PVC for the vents.

DEADMANS PASS SR cont'd)

9. CL-6R MODIFIED CHAIN LINK FENCE

No problems.

10. 16' x 72" MODIFIED CHAIN LINK SINGLE GATES

This should have been included in BI No 9 with no separate payment.

11. ROADSIDE SEEDING AND MULCHING

No problems.

12. IRRIGATION SYSTEM

No problems.

13. LAGOON PVC MEMBRANE LINER

In testing the lagoon, a leak was found in the second cell. In a discussion with the manufacturer, they said the most likely areas would be at the toe of the slope and in the corners. This area was uncovered and some small holes were found and patched, then 1,000 lbs. of bentonite was dumped around the edges of the lagoon and it was retested.and found to be within the limits established in the specifications.

Later, when the valve was opened between the second and third cells, a leak in the CMP between the two cells was found. This was corrected by grouting in a section of welded joint PVC pipe. In the future, I would recommend that welded joint PVC pipe be installed in lieu of the CMP.

14. EFFLUENT PUMP STATION CONCRETE SUMP

No problems.

15. EFFLUENT PUMP STATION EQUIPMENT

If possible in fhture contracts, it would be helpful if the specifications were more specific on the exact type of pump required at the pump stations. This would preclude any hassle between suppliers.

16. 3" POLYETHYLENE PRESSURE SEWER LINES

I recommend this type of pipe be used on all future contracts of this type. It is simple to install and works very well.

17. WASTE WATER DISPOSAL FACILITIES

No problems.

18. 10,000 GALLON SEPTIC TANK

No problems.

H.N. VanCleave
Resident Engineer

STATEMENT OF OVERRUNS & UNDERRUNS

PROJECT: DEADMANS PASS SAFETY REST AREA
HIGHWAY: OLD OREGON TRAIL
COUNTY: UMATILLA

CONTRACT NO: 9033
PREFIX: 630-1066
F.A. NO: I-84-6(64)228

ITEM NO.	ITEM	UNIT	ORIGINAL AUTH.	SEMIFINAL	±%
	SUMMARY				
	BID ITEMS	$	339,727.00	342,585.82	+01%
	ANTIC. ITEMS	$	125.00	0	-100%
	CONTINGENCIES	$	15,293.34	17,139.14	+12%
	ENGINEERING	$	30,586.68	32,258.11	+05%
	TOTAL		385,732.02	391,983.07	+02%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

B.I. 15	EFFLUENT PUMP STATION EQUIP.		18,860.00	28,290.00	+50%

Needed to replace equipment at existing pump station.

PA #3	REMOVE EXCESS MATERIAL			6,432.00	

Pay for hauling excess material to waste area.

1 Versteeg
3 Anderson
2 Christensen
4 Olson RDP
5 Sullivan COPY
Terpin
T
Wikstr

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JAN 05 1981
ROAD DESIGN SECTION

9033

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Deadmans Pass SRA

WEEK ENDING: 01-03-81

SECTION PREFIX: 630-1066

HIGHWAY: Old Oregon Trail

COUNTY: Umatilla

NAME OF JOB: Deadmans Pass Safety Rest Area

KIND OF WORK: Sewage Disposal System

CONTRACTOR: F. Hodgson and Sons

CONTRACT NUMBER: 9033

FEDERAL AID PROJECT NUMBER: I-84-6(64)228

DATE OF CONTRACT: Oct 30, 1979

DATE WORK STARTED: Dec 13, 1979

ESTIMATED COMPLETION DATE: Oct 31, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: Oct 31, 1980

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 385,732.02

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 339,852.00

ENGINEERING AUTHORIZATION: $ 30,586.68

this week: 0

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 342,585.82

ENGINEERING COST TO DATE: $ 32,258.11

DATE PROJECT WAS COMPLETED: Oct 29, 1980

ESTIMATED PERCENT OVERRUN: .01 %

PERCENT OF AUTHORIZATION: 105 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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JAN 5 1981
CONSTRUCTION
BRANCH

Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	No activity all week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final submitted on Dec 31, 1980.
This will be the last weekly report for this project.

SIGNED LOCATION Pendleton
H.N. VanCleave, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

#7123

rn
H. S. Coulter (OSHD)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.: 10
REPORT NO.: 1
COUNTY: Umatilla
DIVISION: Oregon
DATE OF INSPECTION: 4/3/80
INSPECTION MADE BY: David B. Carter, Area Engineer
Original Signed by D. B. Carter Area Engr.
PROJECT NO.: I-84-6(64)228

RECEIVED
STATE HWY ENGR
APR 18 '80
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sel | Act | File

IN COMPANY WITH: Bud Van Cleave, Resident Engineer, OSHD
LOCATION: Approximately 19 miles east of Pendleton, Umatilla County, Oregon

4-18 cy

CONTRACTOR NAME AND ADDRESS: F. Hodgson & Sons, 600 Second Street, North Powder, Oregon 97867

AWARD DATE 10-30-79	CONTRACT AMOUNT $339,727	TIME ALLOWED October 31, 1980	TIME STARTED N/A	WORK STARTED 12-13-79
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED N/A	WORK COMPLETED 53%	

REMARKS

DEADMANS PASS SAFETY REST AREA

Sewage Disposal System

This project provides for the construction of a sewage disposal system for this safety rest area. The system consits of a three cell sewage treatment lagoon, chlorination facilities, and pumping facilities. Other incidental work necessary to complete the project is also included.

Work Completed - The earth moving required for the lagoons is nearly complete.

Work in Progress - The contractor was placing concrete for the floor of the septic tank in the east bound rest area and was working on the chlorination mixing chamber at the time of this inspection.

Comments - The work appears to be progressing well although weather remains a factor in the progress of the work.

The project specifies a completion date of October 31, 1980. However, based on the contractor's current rate of progress, it appears the rest area may be useable for most of the summer season. The rest area is currently closed due to the sewage disposal problem which this project will correct.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL /OR AUTHORIZATION

11-19-79

FEDERAL AID PROJECT NO.
I-84-6(1)228

STAT JECT NO.
See below

COUNTY NAME
Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
90119

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENG
NOV 27 '79
REFER TO
FOR
Info | Art | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 11-19-79	FEDERAL ROUTE NUMBER Interstate 84 STATE ROUTE NUMBER Primary 6

GENERAL LOCATION:

Deadmans Pass Safety Rest Area

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Program Change
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-24-79 I approve the program change revising right of way costs to a TEC of $30,000 with Federal participation limited to $27,666. (Incr TEC $23,500 - FF $21,676)

DATE 11-19-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hassman	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

[illegible]

LETTER OF APPROVAL AN[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-8[illegible](64)228

STATE [illegible]ECT NO.: See below

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 90222

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED	*DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
7-13-79	8-29-79	Interstate 84 Primary 6

RECEIVED
STATE HWY ENGR
[illegible]

9-28

REFER TO
[illegible]
FOR
Info

GENERAL LOCATION:

Deadman's Pass Safety Rest Area

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-27-79 I approve the revised PS&E for a TEC of $426,760 - FEderal funds $393,558.

A copy of the signed Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-29-79		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7C3 1-80N

ENVIRONMENTAL REVIEW CHECKLIST

7-26-79
9-21-78 Bid Letting ______ All Clear Deadline

ALL CLEAR 7/24/79

SECTION DEADMANS PASS SAFETY REST AREA
Highway Old Oregon Trail
County Umatilla Region 5
Type of Work Sewage System Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	No identified problems
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-84-6(64)228

STATE PROJECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90222

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG
JUL 16 '79
REFER TO.
FOR

DATE PS & E APPROVED 7-13-79

DATE AUTHORIZATION EFFECTIVE 7-13-79

FEDERAL ROUTE NUMBER Interstate 84

STATE ROUTE NUMBER Primary 6

GENERAL LOCATION: Deadmans Pass Safety Rest Area

GENERAL DESCRIPTION OF WORK: Sewage Disposal System

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 6, 1979 you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $399,222 - Federal Funds $368,162.

DATE 7-13-79

SIGNATURE OF APPROVING OFFICIAL G. K. H

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 6, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 90222
Project No. I-84-6(64)228
Deadmans Pass Safety Rest Area
Umatilla County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on Sept. 20, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (92.22%)	$368,162
State Funds	31,060
Total Cost	$399,222

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 9'79
REFER TO
FOR

Info	Inves	R/D	D/R	Ign	Act	File

Form 734-3122

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 14, 1979

Harold L. Sawyer, Administrator
Water Quality Control Division
Department of Environmental Quality
522 S. W. 5th
Portland OR 97201

Advance Plans for Review-Sewage Disposal System
Deadman's Pass Safety Rest Area
Umatilla County

Attached are two copies of advance plans for the proposed new waste water treatment and disposal system at Deadman's Pass Safety Rest Area. These advance plans supplement the WPCF Permit application and Preliminary Engineering Report that were attached to my February 12, 1979 letter.

Please review these plans and comment before May 30, 1979 so that we can make any required changes. Final plans and specifications will be available after this date. Preliminary specifications will be available next week. You may contact Jimmy S. Hansen (Sanitary and Water Supply Engineer) by phone at 378-6551 with any questions. This project is scheduled for receipt of bids on July 26, 1979.

Original Signed
WALTER J. HART

Walter J. Hart
Bridge Engineer

Enclosures (2 sets)

cc Steven Gardels /w/ encl.
(DEQ Eastern Reg. Mgr.)
W. E. Schwartz /w/ 2 encls.
H. N. Van Cleave /w/ encl.
FHWA /w/ 2 encls.
E. S. Hunter /w/ encl.

RECEIVED
TECHNICAL SERVICES
MAY 14 '79
REFER TO
FOR
Info Invest K/O C/R Sign Act File

Form 734-3122 (Rev. 7-77)

Copy
ORG 1-3

APB PEL 59 3-20-79 1143 AM

ATTENTION ALL STATIONS

BOTH SIDES OF THE DEADMANS PASS SAFETY REST AREA ARE NOW CLOSED DUE TO FAILURE OF THE SEEPAGE BEDS. THE REST AREA WILL REMAIN CLOSED UNTIL THE FUTURE SEWAGE LAGOON CONTRACT IS COMPLETED.

H W OSWALD
DISTRICT ENGINEER
DB[illegible]9[illegible]3904.S-.309--9

NOTED
H.S. COULTER

3-20-79
Copy - Hunter

930 - H

9033

2-79

PRELIMINARY ENGINEERING REPORT
ON
PROPOSED SEWAGE TREATMENT FACILITY
FOR
DEADMAN'S PASS SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY (I-80N)
UMATILLA COUNTY

prepared by

[illegible] S. Hansen, P.E.

[illegible]

[illegible]

[illegible]

February 1979

PRELIMINARY ENGINEERING REPORT
ON
PROPOSED SEWAGE TREATMENT FACILITY
FOR
DEADMAN'S PASS SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY (I-80N)
UMATILLA COUNTY

TABLE OF CONTENTS

Subject	Page
Introduction and History	1
Complete Description of Proposal	4
Sewage Quantity and Quality	5

Appendices

A. Preliminary Site Plan
B. Aerial Photo (scale: 1" = 1000')
C. Annual Water Balance Sheets
D. Evaporation-Precipitation Data
E. Metered Water Usage for 1976-1978
F. Typical Rest Area Organic Loading
G. Projected Design Sewage Flow
H. Projected Design Organic Loading
I. Test Hole Log

Introduction and History

This report discusses the proposed sewage treatment and disposal facility for the Deadman's Pass Safety Rest Area, which is owned and operated by the Oregon Department of Transportation, Highway Division. The rest area is located about 19 miles east of Pendleton, Oregon on the Old Oregon Trail Highway (I-80N) in Umatilla County. The rest area was constructed in 1972 to serve the travelers on the interstate highway. The rest area was constructed as two units (the west-bound unit serves the west-bound traffic and the east-bound unit serves the east-bound highway traffic), and each unit has a Type 8 toilet building and a sanitary trailer dump station.

The existing sewage treatment and disposal facilities consist of septic tanks and evapotranspiration beds. The septic tanks are two-compartment reinforced concrete cast-in-place tanks. A 10,000 gallon tank serves each toilet building, and a 5,000 gallon tank serves each trailer dump station. A 10,000 square foot evapotranspiration bed was installed in each unit which disposes of the septic tank effluent from one toilet building and one trailer dump station. According to the information obtained from the files and field personnel, the bed consist of a three-foot minimum impervious layer (the overburden material consists of about 90 percent clay and 10 percent 3/4" minus fractured rock compacted into a dense blanket) over the native soil, one foot of gravel over the impervious layer, eighteen 100-foot standard drain lines laid on the gravel, and an additional layer of gravel placed to six inches above the drain lines, and topped with six to 12 inches of topsoil, seeded and mulched.

The evapotranspiration beds failed during the first summer (1973) of usage when the effluent drained out the sides of the beds. The reason for the failure was quite obvious, in that through a design and construction oversight, there were no impervious dikes built in the perimeter of the beds to contain the effluent. There were several other design problems with the beds, but the main problem is that they are grossly undersized (i.e., the beds have about one-tenth of the area necessary for satisfactory operation). The state maintenance forces have made several attempts to contain the failure by extending the perimeters of the beds, but with little success.

In February 1977 the Department of Environmental Quality required the Highway Division to submit a proposed strategy for a long-term solution of waste water treatment and disposal for the rest area. As a short-term measure, both trailer dump stations were closed April 1, 1977. The drainfield serving the east-bound rest area had completely failed by August 1978 and was closed. It will remain closed until the waste water treatment and disposal problem is resolved.

Plans and specifications for a mounded disposal field were developed for a September 21, 1978 letting. During the review of the plans, the DEQ and others had serious reservations about the success of an experimental mounded disposal system and required that a much larger system be installed. At that point the cost of the mounded disposal field (approximately two acres) made other alternative more attractive. Therefore, it was decided to abandon the mound design and develop an alternative design.

A stabilization pond system with spray irrigation land disposal of the treated effluent was chosen as the most dependable and cost effective alternative. It is necessary to spray irrigate during the summer months because the net evaporation isn't sufficient for a non-overflow pond. It is one of the best systems for accepting the shock loads that are associated with rest areas in general, and with this rest area in particular, due to the trailer dump stations. There is adequate land available for locating the pond although there is shallow bedrock.

Complete Description of the Proposal

A non-discharging, three-cell waste stabilization pond system is proposed to serve the sewage treatment needs of Deadman's Pass Safety Rest Area. The total surface area of the ponds will be about 1.5 acres. The ponds will be operated at a minimum depth of two feet and at a maximum depth of five feet. The system is designed for series operation to reduce the carry-over of algae and sewage nutrients to each succeeding cell. The pond construction will include a mixed blanket bentonite seal or PVC liner on the bottom and sides of the ponds to prevent leakage. A copy of the preliminary site plan is in the appendix.

An area of about three acres will be used for spray irrigation land disposal of the excess treated effluent. The effluent will be properly disinfected with chlorine before being spray irrigated. The spray irrigation shall take place from May to September. Application rate of treated effluent will depend on further analysis of the land, but should not exceed three inches per week or three-tenths inch per hour.

The hydraulic and organic loading rates are based on actual flow measurements for 1976 and the projected average daily traffic (ADT) count on I-80N in the year 2000.

The proposed sewage collection system will include much of the existing septic tank effluent pumping system. The decision to pump septic tank effluent to the ponds is based primarily on the cost effectiveness of not reconstructing the entire collection system. The pond organic loading is small enough that it doesn't require the pretreatment, but it does simplify the pumping system by settling most of the solids.

Water balance sheets for the years1980, 1990, and 2000 are in the appendix. The water balance sheets indicate for each year the sewage flow, precipitation, evaporation, seepage and discharge on land. The weather creates a net evaporation of about 11 inches on the ponds due to the difference between the mean yearly evaporation rate (37 inches) and the pan-corrected mean yearly precipitation rate (26 inches). The net evaporation rate isn't enough to counter the sewage inflow, so discharge in the form of spray irrigation land disposal is required.

The average organic loading in the primary cell for the year 2000 will be about 10 pounds BOD^5/acre/day. The maximum loading will be about 30 pounds BOD^5/acre/day and will occur during the summer. The minimum loading will be about 1.5 pounds BOD^5/acre/day and will occur during the winter. It is of some interest to note that the maximum loading occurs when the pond is most efficient, and the minimum loading occurs when the pond is least efficient. The loadings indicated above are conservative in that they are based on raw sewage. Since the sewage is pretreated with septic tanks, the figures should be 30 to 50 percent less.

Construction of the project is scheduled to start by June 1, 1979. The end of construction and start of use of the facilities is scheduled for June 1, 1980.

Sewage Quantity and Quality

The proposed sewage treatment system will serve only the two toilet buildings and the two trailer dump stations. Typical design flow rates for rest areas are based on projected Average Daily Traffic (ADT) counts of the associated highway and other factors such as percentage of vehicles entering rest area, people per vehicle using toilet building, and water usage per person. At this rest area, we have actual metered water flow rates, so we can project future flow rates based on projected changes in ADT.

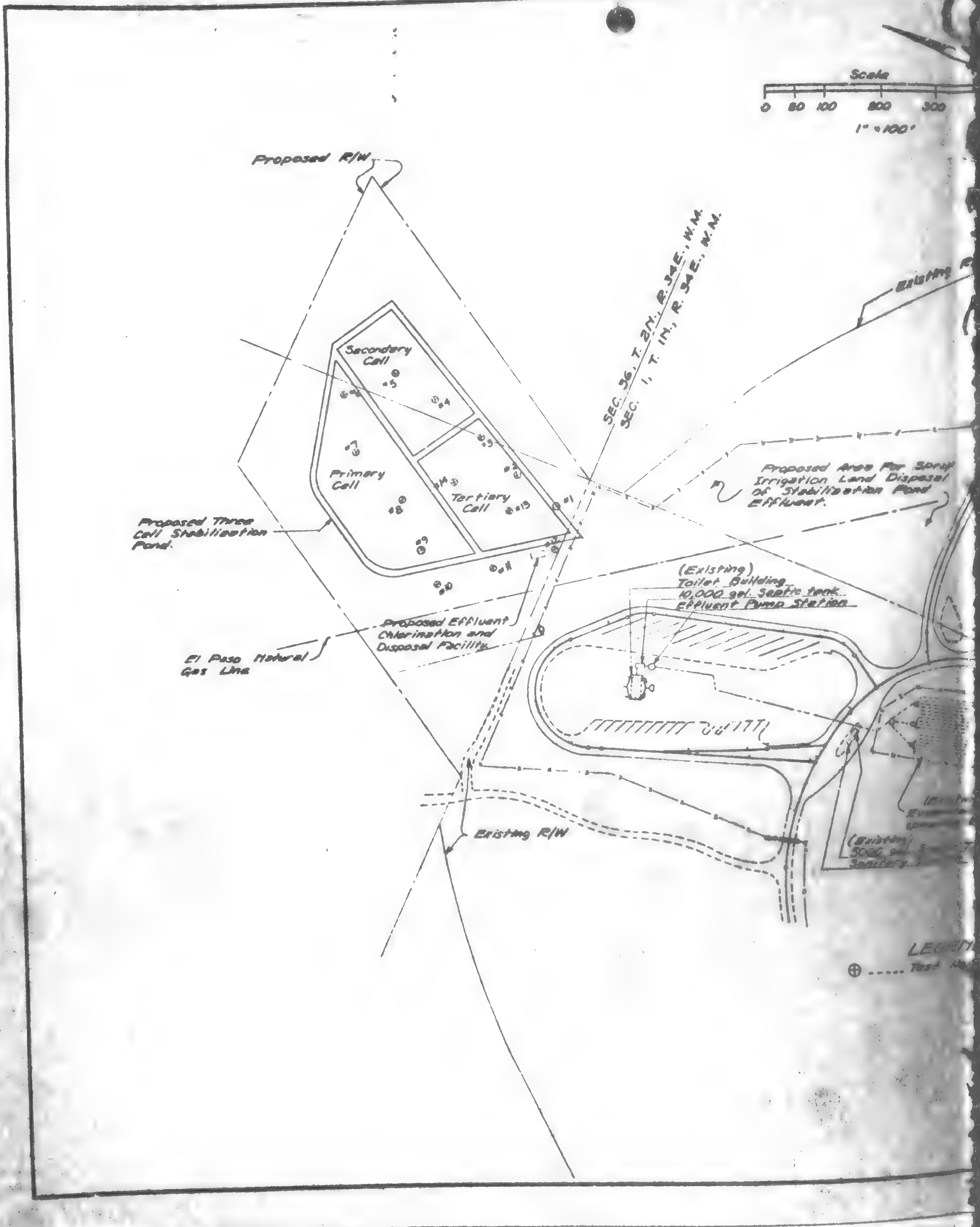
The actual metered flow rates from 1976 through 1978 are tabulated in the appendix. The 1976 flow rates are being used to project from due to closure of trailer dump stations and the eastbound unit in 1977 and 1978. The average flow rate for 1976 was about 3200 gpd, while the ADT was 4800 vehicles per day. The flow rate varies considerably, with a minimum and maximum average of 530 gpd and 6600 gpd during January and August, respectively. The projected average flow rate for the design year 2000 is 5260 gpd based on a projected ADT of 7900 vehicles per day.

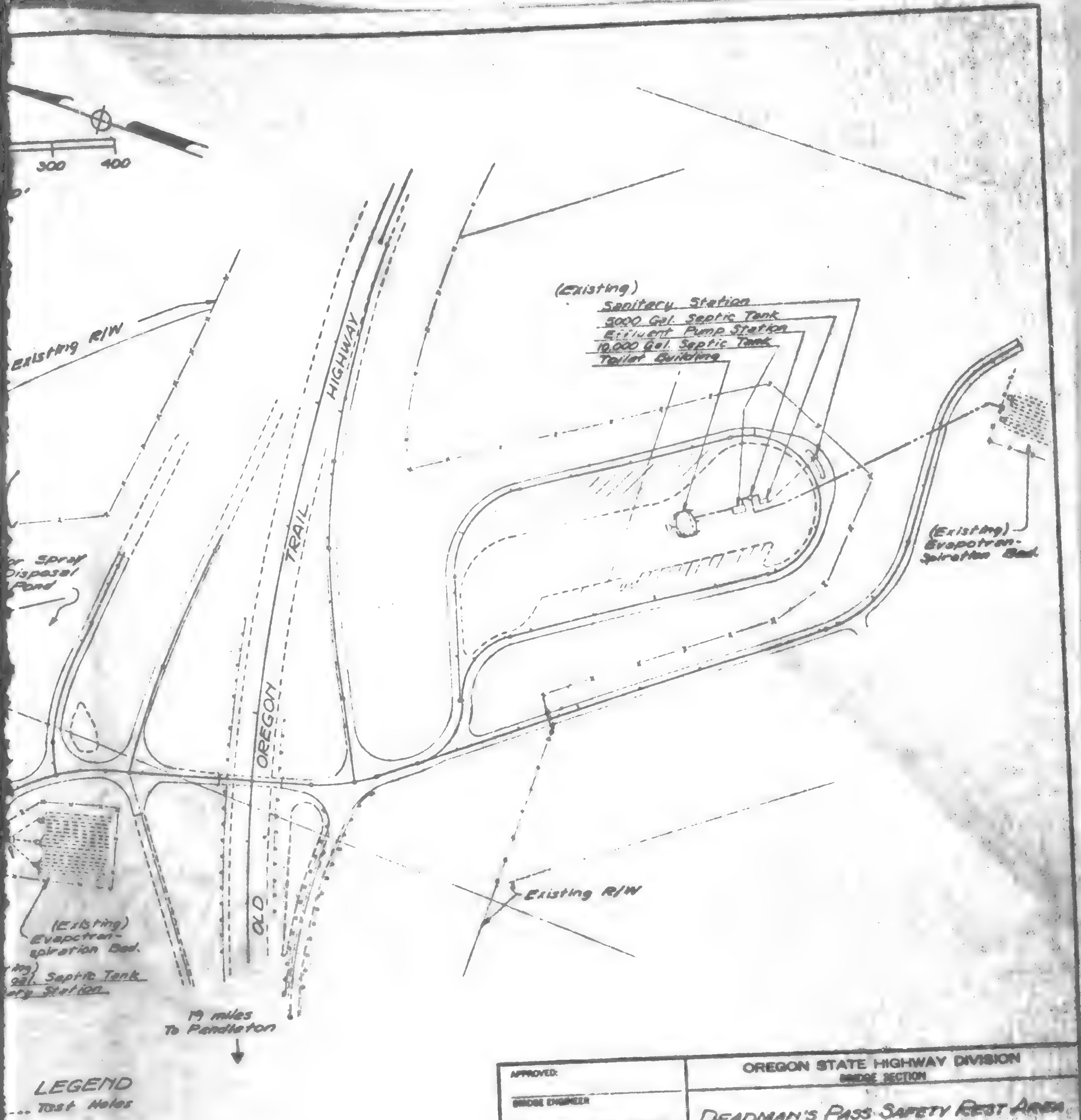
The organic loading at a rest area is a bit difficult to determine when there are trailer dump stations involved. The best empirical data that we have available is from the past four years at Manzanita Safety Rest Area near Grants Pass. Influent raw sewage samples to the rest area treatment plant have been taken on a three-day cycle since 1975 to test for Biochemical Oxygen Demand (BOD^5) and Suspended Solids (SS), with average values for that time being 176 mg/l and 315 mg/l, respectively.

The monthly BOD^5 averages and the projected daily BOD^5 loadings for the proposed project are tabulated in the appendix. The results are interestingly different from a typical municipality, in that the winter daily BOD^5 loading is 20 times less than the summer loading due to lower flow and less trailer dumping. The projected average daily BOD^5 loading is 7.7 pounds BOD^5/day for the design year 2000.

APPENDIX A

PRELIMINARY SITE PLAN


Scale
0 50 100 200 300
1" = 100'
Proposed R/W
SEC. 36, T. 2N., R. 34E., W.M.
SEC. 1, T. 1N., R. 34E., W.M.
Existing R
Secondary Cell
Primary Cell
Tertiary Cell
#1
#2
#3
#4
#5
#6
#7
#8
#9
#10
#11
#13
#14
#15
Proposed Three Cell Stabilization Pond.
Proposed Area For Spray Irrigation Land Disposal of Stabilization Pond Effluent.
(Existing) Toilet Building 10,000 gal. Septic tank Effluent Pump Station
Proposed Effluent Chlorination and Disposal Facility
El Paso Natural Gas Line
Existing R/W
(Existing) 5000 gal. Sanitary
LEGEN
⊕ ..... Test Ho



300
400
Existing R/W
OLD OREGON TRAIL HIGHWAY
(Existing)
Sanitary Station
5000 Gal. Septic Tank
Effluent Pump Station
10,000 Gal. Septic Tank
Toilet Building
(Existing)
Evapotranspiration Bed.
or Spray
Disposal
Pond
(Existing)
Evapotranspiration Bed.
gal. Septic Tank
Station
Existing R/W
19 miles
To Pendleton
LEGEND
Test Holes

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

APPROVED:

BRIDGE ENGINEER

DEPUTY STATE HIGHWAY ENGINEER

DESIGNED J. S. HANSEN
DRAWN L. Guerrero
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

DEADMAN'S PASS SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY

PROPOSED SEWAGE TREATMENT & DISPOSAL SYSTEM
PRELIMINARY SITE PLAN

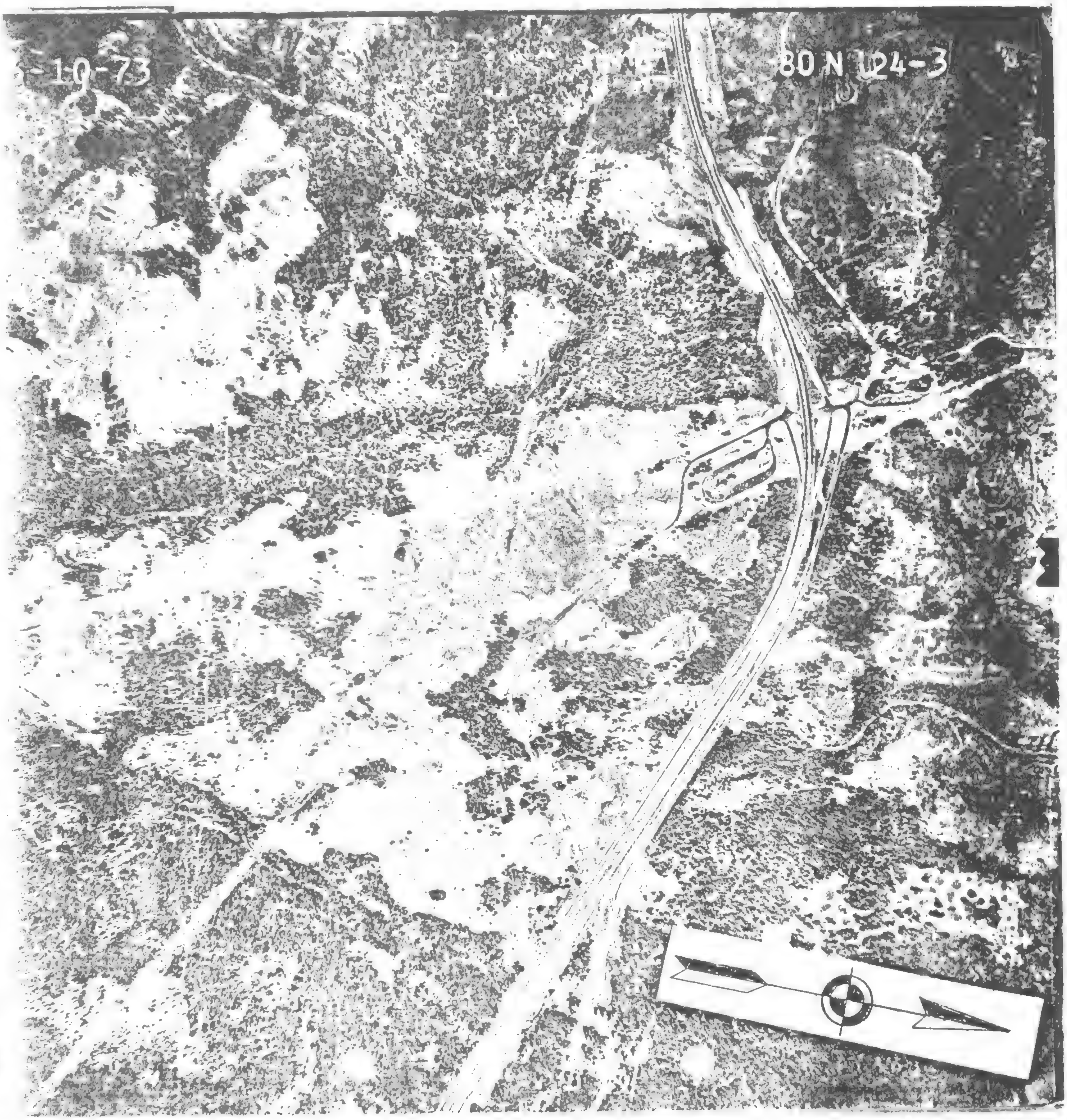
ACCOMPANIED BY DWGS.

DATE Jan 1979
BRIDGE NO. 9860-D

SHEET OF
DRAWING NO.

APPENDIX B

AERIAL PHOTO (Scale: 1" = 1000')


-10-73
80 N 124-3

APPENDIX C

ANNUAL WATER BALANCE SHEETS

DEADMANS PASS
SAFETY REST AREA
The ~~City of~~ ______ Lagoon.
Annual Water Balance for year 1980
Total Lagoon Area = 1½ Acres:
No. of cells 3

MONTH 1980	+ Sewage 1/ Flow MG	AF	+ Precip. (Average) IN	AF	(-) Evap. (Average) IN	AF	(-) Seepage 2/ AF	(-) Discharged AF Stream	Land	Stored This 3/ Month (+/-) AF	Accum AF
—	—	—	—	—	—	—	—	—	—	—	
JANUARY	0.019	0.058	3.2	0.40	0	0	—	—	—	+ 0.46	4.81
FEBRUARY	0.029	0.091	3.2	0.40	0	0	—	—	—	+ 0.49	5.30
MARCH	0.047	0.145	3.3	0.41	0.5	0.06	—	—	—	+ 0.50	5.80
APRIL	0.080	0.245	2.2	0.28	2.4	0.30	—	—	—	+ 0.22	6.02
MAY	0.123	0.376	1.8	0.23	3.9	0.49	—	—	0.56	− 0.44	5.58
JUNE	0.192	0.590	2.0	0.25	6.0	0.75	—	—	0.56	− 0.47	5.11
JULY	0.239	0.732	0.4	0.05	8.0	1.00	—	—	0.56	− 0.78	4.33
AUGUST	0.221	0.678	0.3	0.04	7.6	0.95	—	—	0.56	− 0.79	3.54
SEPTEMBER	0.164	0.504	1.1	0.14	4.8	0.60	—	—	0.56	− 0.52	3.00
OCTOBER	0.109	0.333	2.2	0.28	2.9	0.36	—	—	—	+ 0.25	3.25
NOVEMBER	0.082	0.251	3.1	0.39	0.9	0.11	—	—	—	+ 0.53	3.78
DECEMBER	0.056	0.173	3.2	0.40	0	0	—	—	—	+ 0.57	4.35
Totals	-	-	(26.0)	-	(37.0)	-	-	-	-	-	-

1/ Domestic plus infiltration & inflow (I/I) at design year.

2/ If used, should not exceed 1/16 inch/day.

3/ Indicate (+) or (-) for the quantity in acre - feet stored each month.

Notes: ______

DEADMANS PASS
SAFETY REST AREA
The ~~City of~~ ____ Lagoon.
Annual Water Balance for year 1990
Total Lagoon Area = 1½ Acres:
No. of cells 3

MONTH	+ Sewage 1/ Flow		+ Precip. (Average)		(-) Evap. (Average)		(-) Seepage 2/ AF	(-) Discharged AF		Stored	
1990	MG	AF	IN	AF	IN	AF		Stream	Land	This 3/ Month (+/-) AF	Accum AF
—	—	—	—	—	—	—	—	—	—	—	
JANUARY	0.024	0.072	3.2	0.40	0	0	—	—	—	+0.47	5.00
FEBRUARY	0.037	0.112	3.2	0.40	0	0	—	—	—	+0.51	5.51
MARCH	0.058	0.179	3.3	0.41	0.5	0.06	—	—	—	+0.53	6.04
APRIL	0.098	0.302	2.2	0.28	2.4	0.30	—	—	—	+0.28	6.32
MAY	0.151	0.463	1.8	0.23	3.9	0.49	—	—	0.75	−0.52	5.80
JUNE	0.237	0.727	2.0	0.25	6.0	0.75	—	—	0.75	−0.52	5.28
JULY	0.294	0.902	0.4	0.05	8.0	1.00	—	—	0.75	−0.80	4.48
AUGUST	0.272	0.836	0.3	0.04	7.6	0.95	—	—	0.75	−0.82	3.66
SEPTEMBER	0.202	0.621	1.1	0.14	4.8	0.60	—	—	0.75	−0.59	3.00
OCTOBER	0.134	0.411	2.2	0.28	2.9	0.36	—	—	—	+0.33	3.33
NOVEMBER	0.101	0.310	3.1	0.39	0.9	0.11	—	—	—	+0.59	3.92
DECEMBER	0.070	0.213	3.2	0.40	0	0	—	—	—	+0.61	4.53
Totals	-	-	(26.0)	-	(37.0)	-	-	-	-	-	-

1/ Domestic plus infiltration & inflow (I/I) at design year.

2/ If used, should not exceed 1/16 inch/day.

3/ Indicate (+) or (-) for the quantity in acre - feet stored each month.

Notes:

DEADMANS PASS
SAFETY REST AREA
The ~~City of~~ ______ Lagoon.
Annual Water Balance **for year 2000**
Total Lagoon Area = 1½ Acres: ______
No. of cells 3

MONTH	+ Sewage 1/ Flow		+ Precip. (Average)		(-) Evap. (Average)		(-) Seepage 2/ AF	(-) Discharged AF		Stored	
2000	MG	AF	IN	AF	IN	AF		Stream	Land	This 3/ Month (+/-) AF	Accum AF
—	—	—	—	—	—	—	—	—	—	—	
JANUARY	0.027	0.082	3.2	0.40	0	0	—	—	—	+ 0.48	5.15
FEBRUARY	0.042	0.129	3.2	0.40	0	0	—	—	—	+ 0.53	5.68
MARCH	0.067	0.204	3.3	0.41	0.5	0.06	—	—	—	+ 0.55	6.23
APRIL	0.113	0.346	2.2	0.28	2.4	0.30	—	—	—	+ 0.33	6.56
MAY	0.173	0.531	1.8	0.23	3.9	0.49	—	—	0.91	- 0.64	5.92
JUNE	0.271	0.833	2.0	0.25	6.0	0.75	—	—	0.91	- 0.59	5.33
JULY	0.336	1.033	0.4	0.05	8.0	1.00	—	—	0.91	- 0.83	4.50
AUGUST	0.312	0.957	0.3	0.04	7.6	0.95	—	—	0.91	- 0.86	3.65
SEPTEMBER	0.232	0.711	1.1	0.14	4.8	0.60	—	—	0.91	- 0.65	3.00
OCTOBER	0.153	0.470	2.2	0.28	2.9	0.36	—	—	—	+ 0.39	3.39
NOVEMBER	0.116	0.355	3.1	0.39	0.9	0.11	—	—	—	+ 0.64	4.03
DECEMBER	0.080	0.244	3.2	0.40	0	0	—	—	—	+ 0.64	4.67
Totals	-	-	(26.0)	-	(37.0)	-	-	-	-	-	-

1/ Domestic plus infiltration & inflow (I/I) at design year.

2/ If used, should not exceed 1/16 inch/day.

3/ Indicate (+) or (-) for the quantity in acre - feet stored each month.

Notes: ______

APPENDIX D

EVAPORATION - PRECIPITATION DATA

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

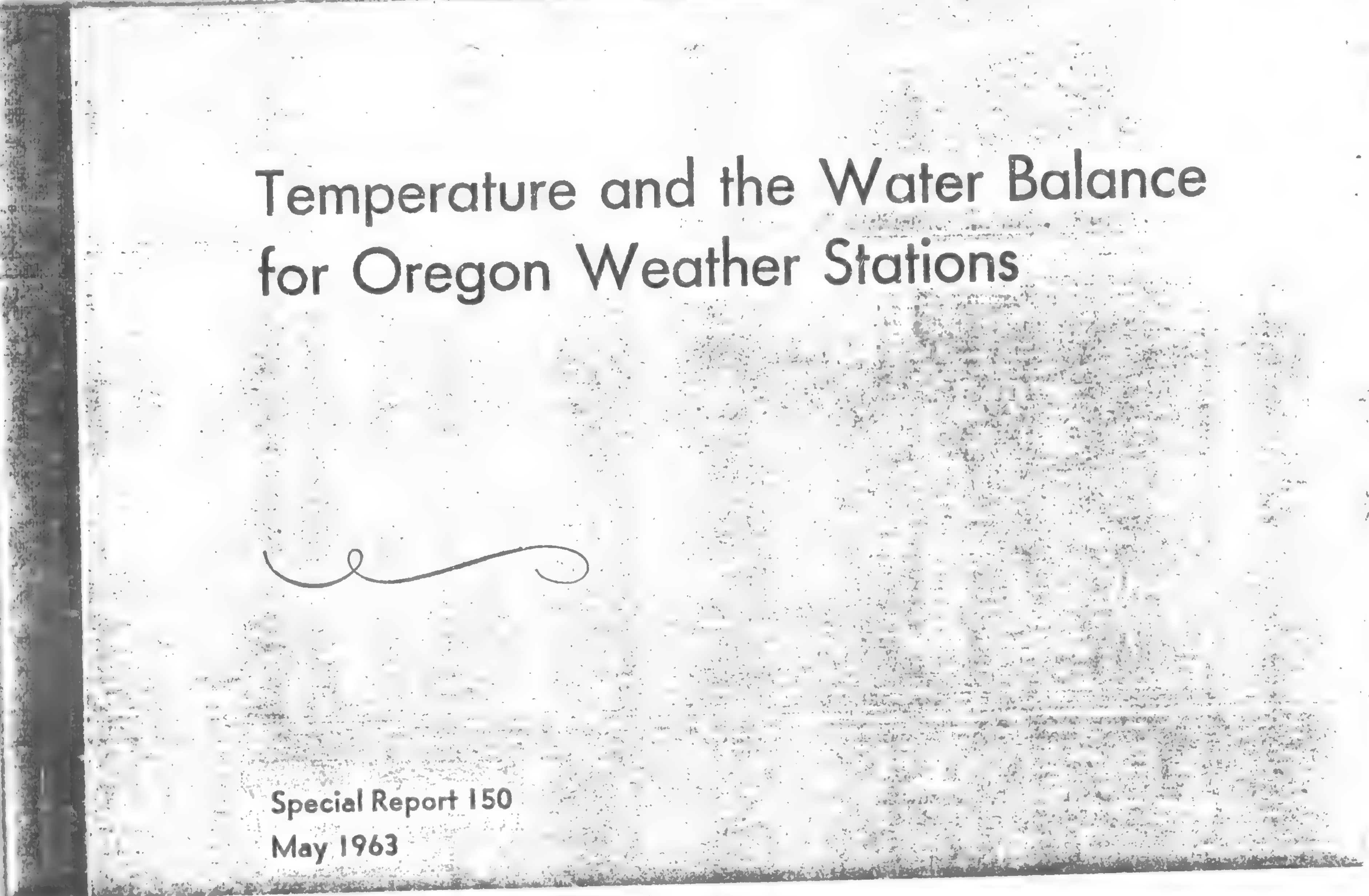
SHEET 1 OF .... SHEETS

DEADMANS PASS SAFETY REST AREA
UMATILLA COUNTY

JIMMY S. HANSEN
12/20/78

PRECIPITATION & EVAPORATION

	AVE. MEACHAM PRECIPITATION inches of water	REVISED PRECIP. FOR DEADMANS PASS inches of water	MEACHAM AVERAGE POTENTIAL EVAPOTRANSPIRATION inches of water	DEADMANS PASS EVAPORATION inches of water	Surplus inches of water
JAN	4.3	3.2	0.0	0.0	3.2
FEB	4.3	3.2	0.0	0.0	3.2
MAR	4.4	3.3	0.3	0.5	2.8
APR	2.9	2.2	1.4	2.4	-0.2
MAY	2.4	1.8	2.3	3.9	-2.1
JUN	2.6	2.0	3.5	6.0	-4.0
JUL	0.5	0.4	4.7	8.0	-7.6
AUG	0.4	0.3	4.4	7.6	-7.3
SEP	1.5	1.1	2.8	4.8	-3.7
OCT	2.9	2.2	1.7	2.9	-0.7
NOV	4.2	3.1	0.5	0.9	2.2
DEC	4.3	3.2	0.0	0.0	3.2
TOTAL	34.7"	26.0"	21.6"	37"	-11.0"



Temperature and the Water Balance for Oregon Weather Stations

Special Report 150
May 1963

Meacham WBAP or Meacham Emergency AP Station
Umatilla County

Long. 118° 24' W to 118° 25' W
Lat. 45° 30' N to 45° 31' N
Elev. 3689 to 4050 ft.

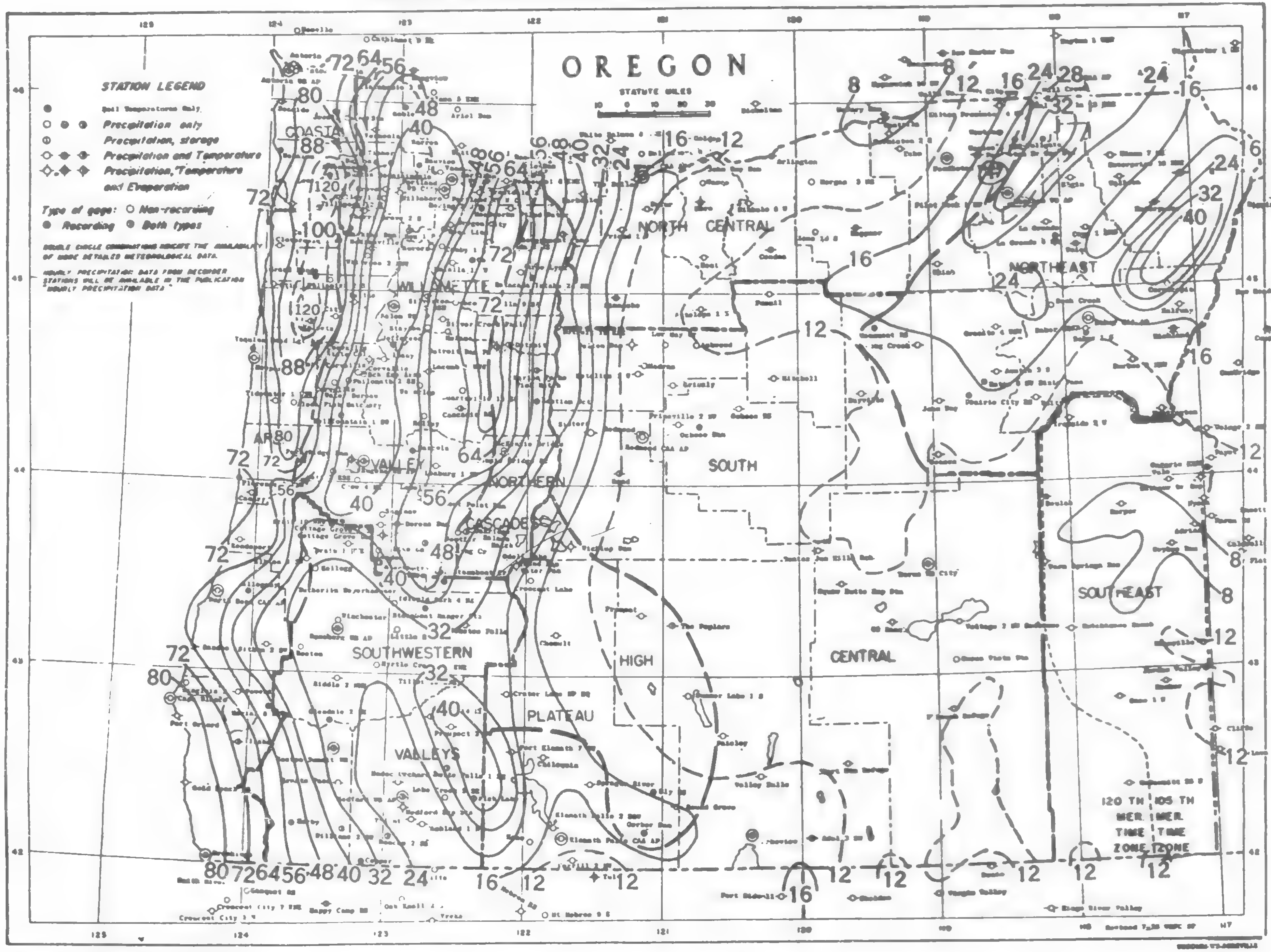
Table 179

Calendar Period	Temperature Data* °F			Precipitation and Water Balance Data* Inches					
	Ave Max[2]	Ave Min[2]	Ave[2]	Ave P[2]	Ave PE	Surplus P - PE	Deficit PE - P	Cum Surplus	Cum Deficit
Jan.	32.0	17.7	24.9	4.3	0.00	4.3		13.5	
Feb.	36.2	21.8	29.0	4.3	0.00	4.3		17.8	
Mar.	41.9	26.0	34.0	4.4	0.3	4.1		21.9	
April	50.9	31.2	41.1	2.9	1.4	1.5		23.4	
May	58.8	37.1	48.0	2.4	2.3	0.1		23.5	
June	65.6	42.5	54.1	2.6	3.5		0.9		0.9
July	77.3	49.0	63.2	0.5	4.7		4.2		5.1
Aug.	76.2	49.0	62.6	0.4	4.4		4.0		9.1
Sept.	67.6	43.7	55.7	1.5	2.8		1.3		10.4
Oct.	55.5	35.5	45.5	2.9	1.7	1.2		1.2	
Nov.	42.4	27.4	34.9	4.2	0.5	3.7		4.9	
Dec.	35.1	23.1	29.1	4.3	0.00	4.3		9.2	
Annual	53.3	33.7	43.5	34.7				23.5	10.4
Record Period*	1921-50 ?	1921-50 ?	1921-50	1921-50					

Ave FFS (32°)* 6/5 to 9/23; 110 days[15]
Ave FFS (28°)* 5/11 to 10/17; 159 days[15]

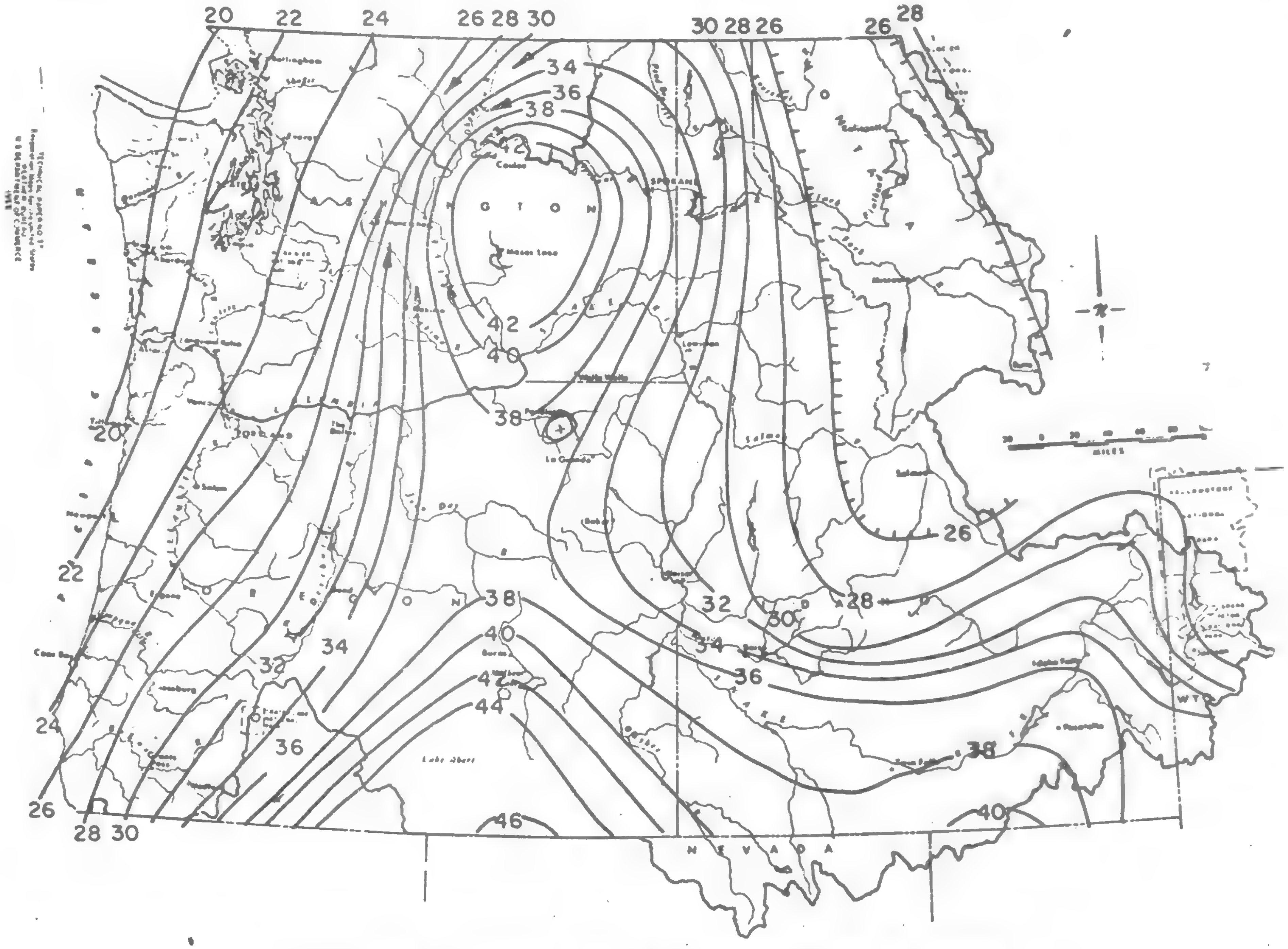
PE of FFS (32°) = 13.7
PE of FFS (28°) = 17.1

Mean Annual Precipitation, Inches


OREGON
STATUTE MILES
STATION LEGEND
Soil Temperature Only
Precipitation only
Precipitation, storage
Precipitation and Temperature
Precipitation, Temperature and Evaporation
Type of gage: ○ Non-recording
● Recording ◉ Both types
DOUBLE CIRCLE COMBINATIONS INDICATE THE AVAILABILITY OF MORE DETAILED METEOROLOGICAL DATA.
HOURLY PRECIPITATION DATA FROM RECORDER STATIONS WILL BE AVAILABLE IN THE PUBLICATION "HOURLY PRECIPITATION DATA"
COAST
WILLAMETTE
VALLEY
NORTHERN
CASCADES
NORTH CENTRAL
NORTHEAST
SOUTH
CENTRAL
HIGH
PLATEAU
SOUTHWESTERN
VALLEYS
SOUTHEAST
120 TH MER. TIME ZONE
105 TH MER. TIME ZONE
80 72 64 56 48 40 32 24 16 12 8
120
100
88

Based on period 1931-55

Isolines are drawn through points of approximately equal value. Caution should be used in interpolating on these maps, particularly in mountainous areas.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W A S H I N G T O N
O R E G O N
I D A H O
N E V A D A
WYO
Spokane
Moses Lake
Walla Walla
Lake Abert
Coos Bay
Bellingham
MILES
N

AVERAGE ANNUAL LAKE EVAPORATION IN INCHES
(PERIOD 1946-1955)

APPENDIX E

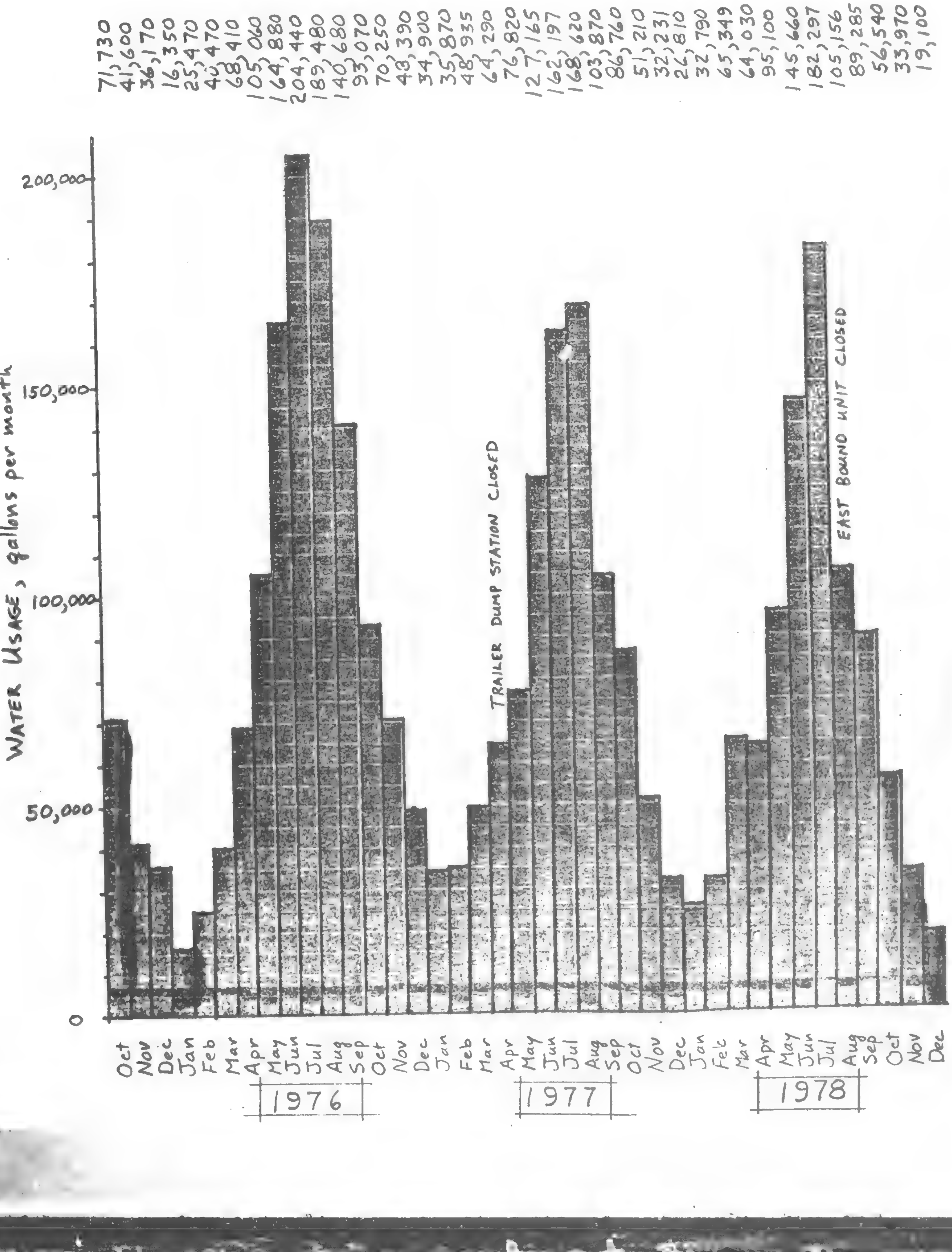
METERED WATER USAGE FOR 1976-1978

1/1

DEADMANS PASS SAFETY REST AREA UMATILLA

JIMMY S. Hansen 2/8/79 9860-D

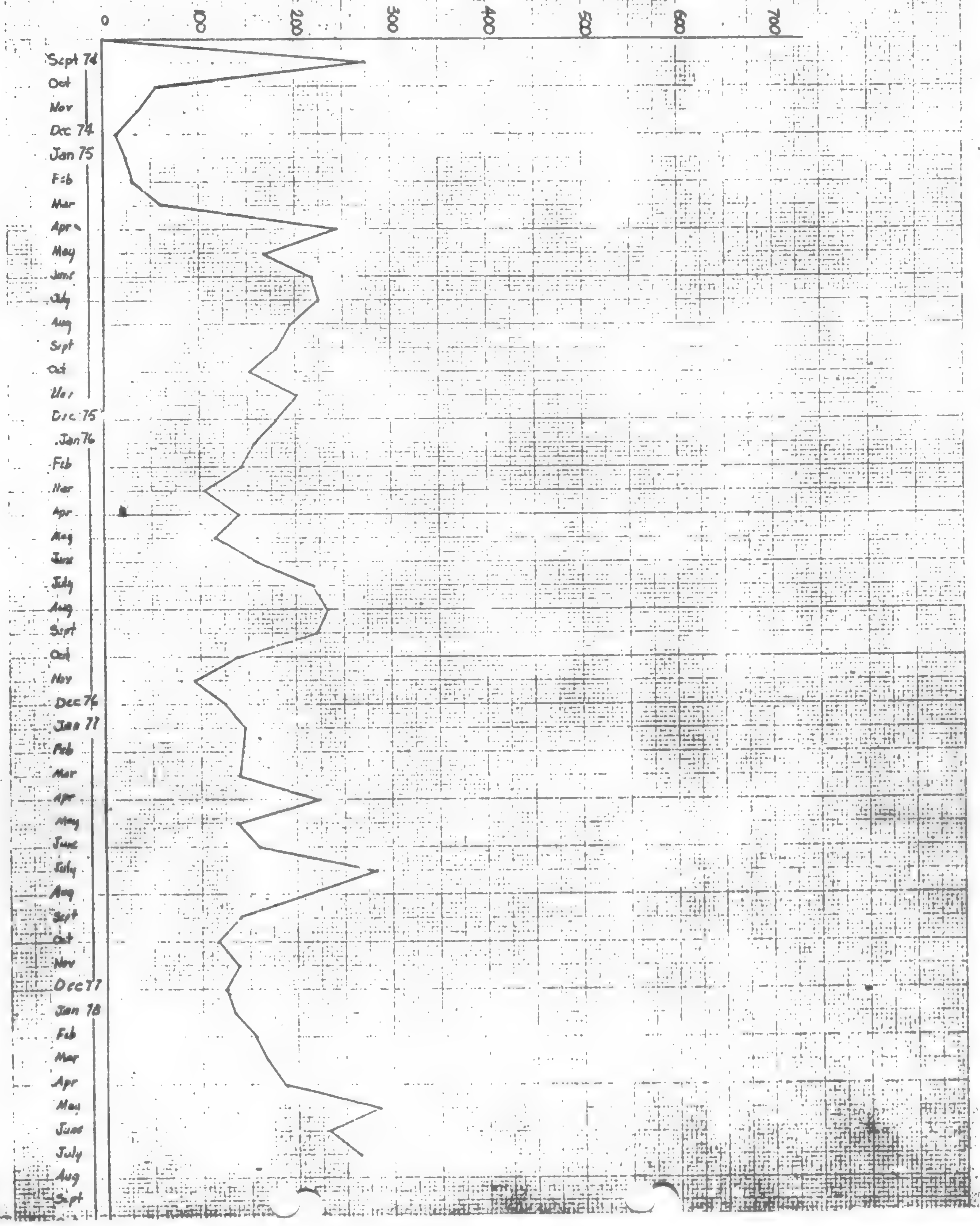
WATER USAGE @ DEADMANS PASS SAFETY REST AREA FOR TWO TOILET BUILDINGS & TWO TRAILER DUMP STATIONS. DATA RECEIVED FROM BOB LEE (LANDSCAPE FOREMAN).



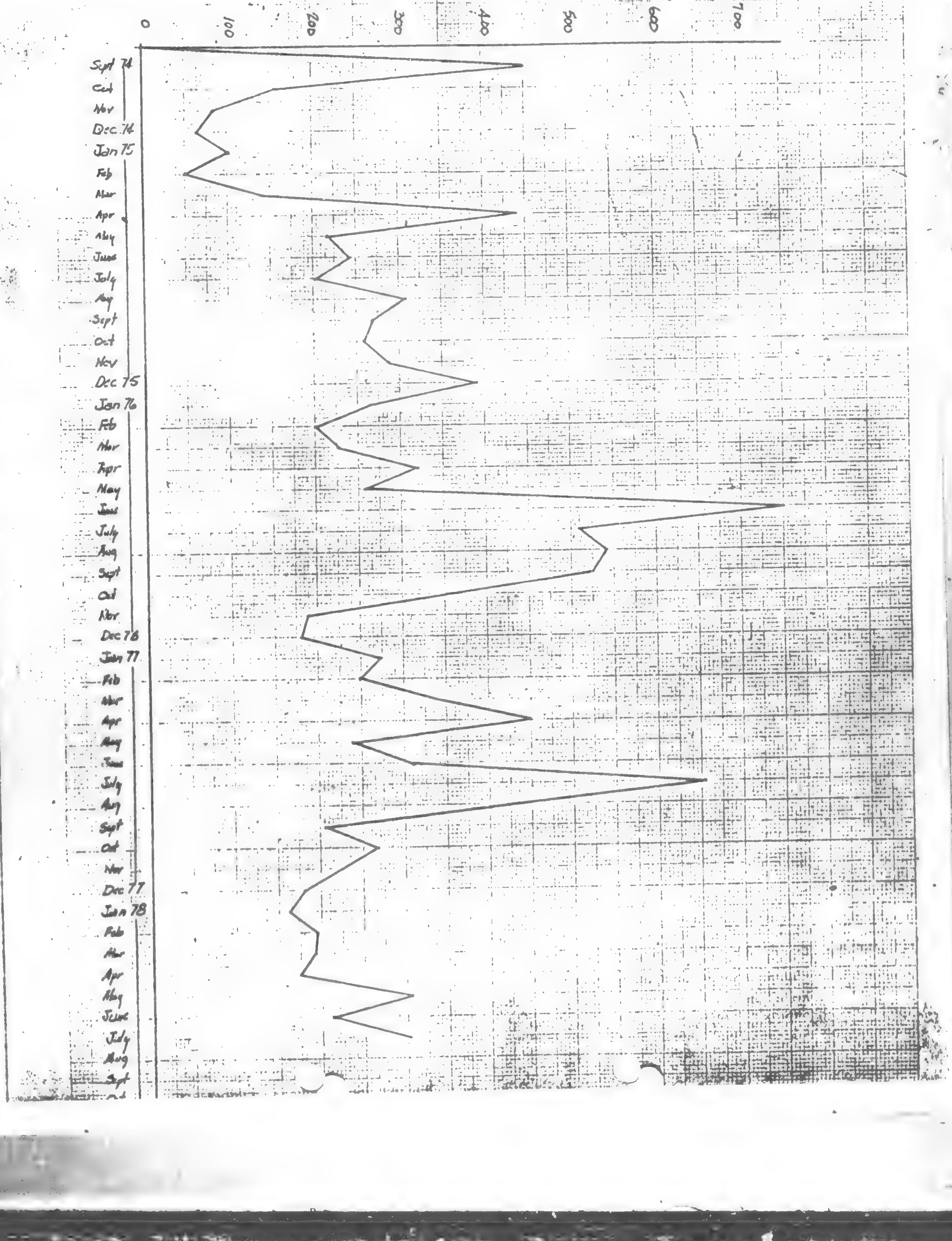
APPENDIX F

TYPICAL REST AREA ORGANIC LOADING

MANZANITA SRA - SEWAGE TREATMENT PLANT
INFLUENT - BOD5



MANZANITA SRA SEWAGE TREATMENT PLANT
INFLUENT - SUSPENDED SOLIDS



MANZANITA S.R.A. - SEWAGE DISPOSAL PLANT

Influent - Gals./Day

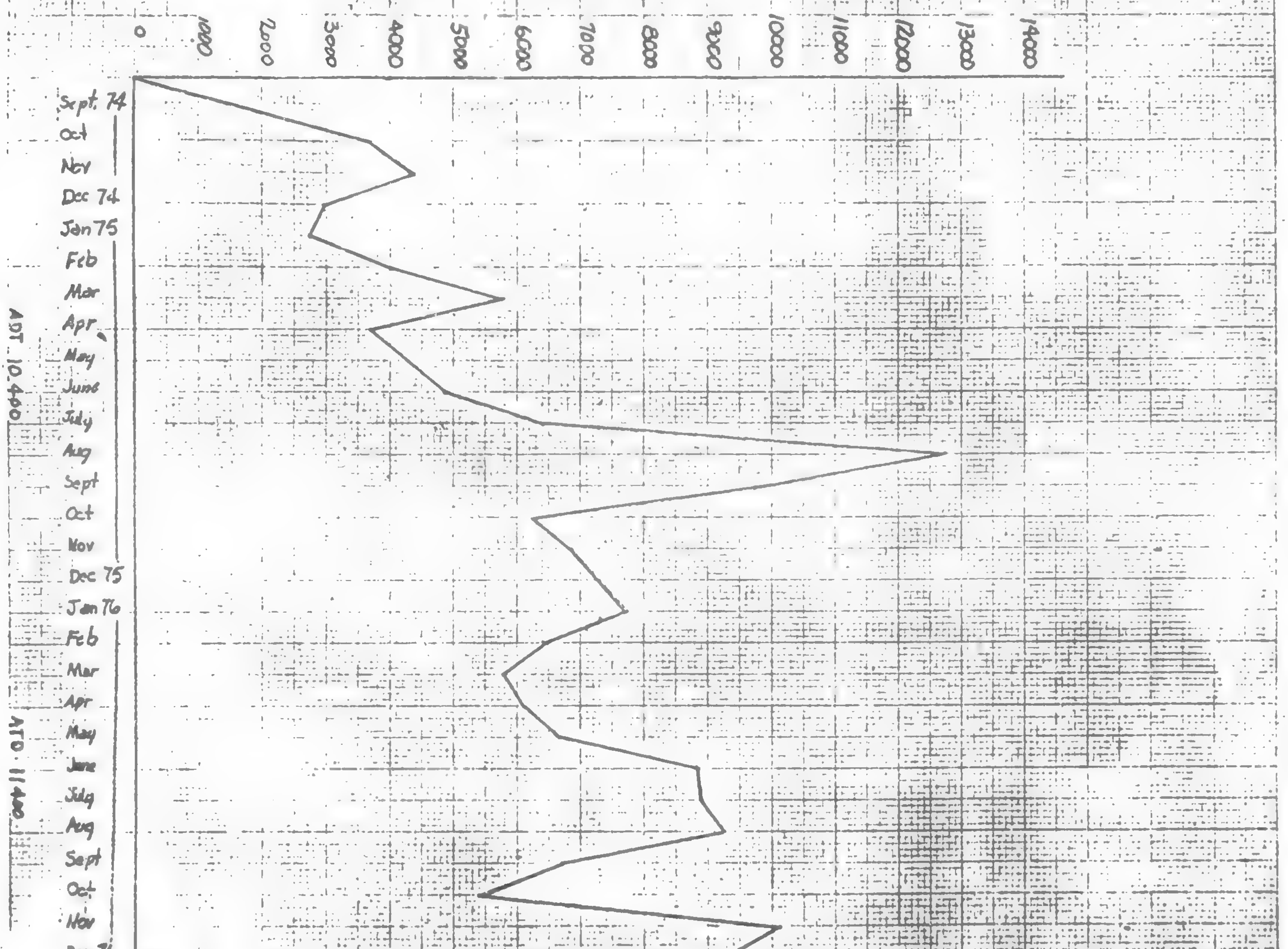


TABLE 2

SUMMARY OF AVERAGE MONTHLY TEST RESULTS

	FLOW					PLANT INFLUENT					PLANT EFFLUENT								
			EFFLUENT														Chlorine		
Month	Influent	Make Up	Recycled Gals./Day	Irrigated Bals./Day	Total Gals./Day	PH	COD	BOD	Susp Solid.	TOTAL SOLICS	PH	Turbidity	COD	BOD (≤ 5 Mg/L)	Suspended Solids (≤ 5 Mg/L	Total Solids	Lbs. Used/ Day	Residual (≥ 2.0 ppm)	00.100 ml)
Sep.74	Not available	--	----	----	----	---	684	276	450	1962	---	----	38	5.4	5.4	2334	2	1.2	----
Oct.		30	----	3603	3635	---	156	57	156	3507	10.9	13.7	21	1.7	4.4	4180	2.2	.79	----
Nov.		30	1280	2854	4380	---	---	37	84	6709	---	7,8	--	2.4	12.1	7218	2.1	.64	----
Dec.		30	1363	1632	2995	7.2	105	14	64	5852	7.7	14.3	43	2	19	6054	1.7	0.8	----
Jan.75		30	1093	1641	2734	8.2	143	24	102	5893	8.4	11.2	42	6.5	16	6121	1.6	0.7	----
Feb.		30	1078	2923	4001	8.5	104	31	51	6117	8.7	7.9	30	3.6	4.6	5904	2	0.8	--
Mar.		--	2325	5165	5764	8.3	192	62	141	1819	8.6	7.8	22	5.5	1.9	2004	1.7	1.3	--
Apr.		--	1743	2643	3689	7.9	697	243	442	2671	7.8	17.5	100	22	11	3210	1.6	2.0	----
May		--	----	4280	4280	8.4	457	163	218	1039	3.6	16.4	86	21	13	1383	0.8	1.93	36
June		--	996	3868	4864	7.9	351	218	243	1101	7.9	11	73	19	28	1514	0.8	2.0	500
July		191	2964	5059	6494	7.7	566	225	203	1797	7.5	----	112	27.4	19.1	1773	---	1.64	
Aug.		--	3952	8791	12743	9.1	746	196	309	2317	9.0	----	93	33	25	1859	0.9	2.0	
Sept.		--	3158	6588	9746	9	515	182	270	2237	9.0	16	135	46	19	2152	1.6	2.81	1
Oct.		--	3463	2818	6281	9.1	591	153	259	3142	8.7	14	102	47	16	2894	1.8	2.95	
Nov.		--	3788	3087	6875	10.2	553	202	288	4244	10.2	14	147	66	15	4393	1.1	5.2	

TABLE 2

SUMMARY OF AVERAGE MONTHLY TEST RESULTS

	FLOW					PLANT INFLUENT					PLANT EFFLUENT								
			EFFLUENT														Chlorine		
Month	Influent	Make Up	Recycled Gals./Day	Irrigated Gals./Day	Total Gals./Day	PH	COD	BOD	Susp Solids	TOTAL SOLIDS	PH	Turbidity	COD	BOD (≤ 5 Mg/L)	Suspended Solids (≤ 5 Mg/L	Total Solids	Lbs. Used/day	Residual (≥ 2.0 ppm)	(≤ 200.1
Dec	---	---	---	---	---	9.9	---	180	392	---	10.3	---	---	67	5	---	1	5.8	0.
Jan76	---	---	2,202	5,520	7,722	8.7	455	159	266	---	8.9	12	46	54	19	---	1	3.7	1
Feb	---	---	2,236	4,198	6,434	7.8	---	144	201	---	7.9	17	---	27	15	---	1	2.5	6
Mar	---	---	591	5,210	5,801	7.7	---	105	228	---	8.4	7	---	19	9	---	1	3.1	53
Apr	---	---	1,335	4,765	6,100	8.2	---	140	321	---	8.9	11	---	16	14	---	1	3.5	>142
May	-40	---	1,607	5,078	6,685	9.5	---	115	259	---	10.6	12	---	35	12	---	1	3.0	0
June	---	---	---	8,881	8,881	8.7	---	160	750	---	9.4	10	---	11	9	---	1	3.1	
July	---	---	---	8,905	8,905	8.9	---	218	510	---	7.6	13	---	13	15	---	1	4.4	0
Aug	---	---	---	9,232	9,232	8.3	---	234	541	---	8.0	9	---	7	7	---	1	5.1	0.
Sept	---	---	---	6,727	6,727	8.3	---	221	526	---	7.5	19	---	16	13	---	1	2.7	23
Oct	---	---	---	5,402	5,402	8.3	---	139	352	---	7.7	10	---	7	9	---	1	4.4	3
Nov	---	---	3,446	6,687	10,133	8.4	---	94	189	---	7.0	10	---	7	11	---	1	5.3	8
Dec	---	---	4,277	4,994	9,271	8.5	---	125	181	---	7.1	9	---	6	10	---	1	6.1	0

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

MANSANITA SAFETY REST AREA
SUMMARY OF AVERAGE MONTHLY TEST RESULTS

SHEET ____ OF

		INFLUENT			EFFLUENT				CHLORINE		COLIFORM
Month	Gals/Day	BOD MG/l	Susp. Solids	Tot. Solids	PH	BOD MG/l	Suspended Solids MG/l	Tot. Solids	Lbs. Used	Residual	Fecal
Jan. 77	7,512	146	272		6.7	9	14		1.02	4.4	2
Feb. 77	7209	144	249		7.6	16	15		1	7.6	0
Mar. 77	11690	141	339		7.1	19	12		1	6.1	0
Apr. 77	12,540	224	450		7.9	35	11		1	5.6	3
May. 77	10,363	137	240		7.4	24	11		1	5.5	5
June 77	12,582	211	312		5.7	27	30		1.1	3.6	0
July 77	12,546	283	630		7.2	67	8			13.6	0
Aug. 77	10,123								1.4		
Sept. 77	10,513	140	207		7.[illegible]	45	10		1	2.8	15
Oct. 77	7,762	117	269		6.9	9	8		.90	2.3	139
Nov. 77	7,048	139	(7)		6.4	7	7		3/4	5.3	0
Dec. 77	8,777	125	181		6.5	34.7	14		1/2	3.4	0
Jan. 78	9,248	134	163		7.3	27	12		.71	2.3	2
Feb. 78	9,214	156	196		7.6	20	8		1/2+	3.5	59
Mar. 78	9,710	169	194		7.8	17	6.6		.80	2.9	13
Apr. 78	8,970	186	175		7.4	44.4	11		1	2.4	~
May 78	7,680	286	306		7.1	35	11		1	2.6	30
June 78	13,147	233	214		7.3	44	10.4		1.27	2.6	~
July 78	13,652	265	303		7.6	71	19		2.3	7.7	1
it	45000				6.0 - 9.0	≤ 15 mg/l	≤ 15 mg/l				≤ 200/100ml

APPENDIX G

PROJECTED DESIGN SEWAGE FLOW

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

DEADMANS PASS SAFETY REST AREA
UMATILLA COUNTY

JIMMY S. HANSEN
12/20/78

PROJECTED MONTHLY FLOWRATES

DESIGN YEAR	1976	1976	1980	1990	2000
ADT	4800		5600	6900	7900
	ACTUAL MONTHLY FLOWRATE gallons/month	PERCENTAGE OF YEARLY FLOW %	PROJECTED MONTHLY FLOWRATES FOR THE ABOVE DESIGN YEAR & ADT gallons/month	gallons/month	gallons/month
JAN	16,350	1.4	19,075	23,503	26,909
FEB	25,470	2.2	29,715	36,613	41,919
MAR	40,470	3.5	47,215	58,176	66,607
APR	68,410	5.9	79,812	98,339	112,591
MAY	105,060	9.0	122,570	151,024	172,911
JUN	164,880	14.1	192,360	237,015	271,365
JUL	204,440	17.5	238,513	293,882	336,474
AUG	189,480	16.2	221,060	272,377	311,852
SEP	140,680	12.1	164,126	202,227	231,536
OCT	93,070	8.0	108,562	133,788	153,178
NOV	70,250	6.0	81,958	100,984	115,620
DEC	48,390	4.1	56,455	69,560	79,642
TOTAL	1,166,950	100%	1,361,442	1,677,491	1,920,605
DAILY AVE. FLOWRATE	3197 gpd		3730 gpd	4596 gpd	5262 gpd

APPENDIX H

PROJECTED DESIGN ORGANIC LOADING

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

DEADMANS PASS SAFETY REST AREA
UMATILLA COUNTY

JIMMY S. HANSEN
12/20/78

PROJECTED DAILY BOD^5

DESIGN YEAR			1976	1980	1990	2000
ADT			4800	5600	6900	7900
	ACTUAL BOD^5 CONCENTRATIONS MEASURED AT MANZANITA SRA FROM 1975 TO 1978		PROJECTED DAILY BOD^5 LOADING FOR THE ABOVE DESIGN YEAR & ADT & CONCENTRATION			
	mg/l.	$\frac{\text{pounds BOD}^5}{\text{gallon}}$	pounds BOD^5 per day	pounds BOD^5 per day	pounds BOD^5 per day	pounds BOD^5 per day
JAN	146	0.001217	0.64	0.75	0.92	1.06
FEB	148	0.001243	1.12	1.31	1.61	1.85
MAR	138	0.001509	1.50	1.75	2.16	2.47
APR	198	0.001651	3.77	4.39	5.41	6.20
MAY	176	0.001468	4.97	5.80	7.15	8.19
JUN	205	0.001710	9.40	10.96	13.51	15.47
JUL	248	0.002068	13.64	15.91	19.61	22.45
AUG	224	0.001868	11.42	13.32	16.41	18.79
SEP	194	0.001618	7.59	8.85	10.91	12.49
OCT	146	0.001218	3.66	4.26	5.26	6.02
NOV	145	0.001209	2.83	3.30	4.07	4.66
DEC	143	0.001193	1.86	2.17	2.68	3.06
TOTAL			1713 $\frac{\#BOD^5}{year}$	1998	2462	2819
AVERAGE	176	0.001468	4.69 $\frac{\#BOD^5}{day}$	5.47 $\frac{\#BOD^5}{day}$	6.75 $\frac{\#BOD^5}{day}$	7.72 $\frac{\#BOD^5}{day}$

THE BOD^5 CONCENTRATION INCREASE DURING THE SPRING & SUMMER MONTHS IS PRIMARILY ATTRIBUTABLE TO INCREASED USE OF THE TRAILER DUMP STATIONS.

[redacted]

APPENDIX I

TEST HOLE LOG

Construction Division

Project Deadmans [illegible] S Rest Area Highway O.D.T. Date Nov. 20, 1978

County Umatilla Res. Engineer Van Cleave Prefix

Exploration equipment used Mobile Auger - Model B-50, 4½" diameter

Exploration area: Cut, depth .... ft. Embankment fonda.—Emb. ht. .... ft.

.... Station .... Lt. .... C. L. .... Rt. ....

Borrow—Quarry—Location ....

Hole location .... ✓

Slide—Horizontal hole .... Vertical Hole ....

.... Station .... Lt. .... C. L. .... Rt. ....

Lagoon Area. Hole No. ....

Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
		Depth to Apparent Bedrock.
Hole	#1	8"
	#2	12"
	3	27"
	4	12"
	5	12"
	6	10"
	7	14"
	8	30"
	9	12"
	11	24"
	12	8"
	13	12"
	14	8"
	ave	14.5"

Indicate in Feet Distance from ground surface to various soil and rock formations

RECEIVED
DEC 11 1978
BRIDGE SECTION

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

V. Moore
Soils, Geologist or Driller

This copy for Resident Engineer

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-84-6(1)228

STAT OJECT NO. See below

COUNTY NAME Umatilla

PROGRAM NO.

ITEM NO. 90119

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

930-H

RECEIVED
STATE HWY ENGR
MAR - 7 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 2-27-79

FEDERAL ROUTE NUMBER Interstate 84

STATE ROUTE NUMBER Primary 6

GENERAL LOCATION: Deadman's Pass Safety Rest Area

GENERAL DESCRIPTION OF WORK: Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of February 20, 1979, you are now authorized to proceed with all phases of right of way acquisition as shown on right of way map 1R-4-681 at a TEC of $6,500 with Federal funds limited to $5,990.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE 2-27-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTE

February 12, 1979

Harold L. Sawyer, Administrator
Water Quality Control Division
Dept. of Environmental Quality
522 S. W. 5th
Portland, OR 97201

Permit Application
Deadman's Pass Safety Rest Area
Umatilla County

Enclosed is an application for a water pollution control facilities permit (WPCF-N) to construct a new waste water treatment and disposal system at Deadman's Pass Safety Rest Area located 19 miles east of Pendleton on the Old Oregon Trail Highway (I-80N) in Umatilla County. Attached with the application is a check (Warrant 74304280) for $125.00 to cover the required three-part fee (i.e., filing fee, application processing fee, and the first annual compliance determination fee). Also attached are three copies of a Preliminary Engineering Report that conforms to the format of the application's required exhibit.

The final design of the proposed project is in progress now and the plans and specifications should be available in April 1979. We will forward two sets of the plans and specifications to your Plans Review Section as soon as they are completed. This project is scheduled for receipt of bids on May 24, 1979.

Walter J. Hart
Walter J. Hart
Bridge Engineer

Enclosures

cc Steven Gardels /w/ encl.
(DEQ Eastern Reg. Mgr.)
W. E. Schwartz /w/ encl.
E. S. Hunter /w/ encl.
H. N. Van Cleave /w/ encl.

RECEIVED
TECHNICAL SERVICES
FEB 15 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-731-0027 (9-77)

Mail one (1) copy of Application plus
three(3) copies of all exhibits to;

Dept. of Environmental Quality
P. O. Box 1760
Portland, Oregon 97207

APPLICATION FOR A WATER POLLUTION CONTROL FACILITIES PERMIT

WPCF - N

A. REFERENCE INFORMATION

Oregon Department of Transportation
Official Name of Applicant (Owner)
Highway Division, Bridge Section
Division Identification
329 Transportation Building
Address
Salem, Oregon 97310
City, State, Zip Code

Plant location if different from official address:
Deadman's Pass Safety Rest Area
19 miles east of Pendleton on
The Old Oregon Trail Highway (I-80N)
Umatilla County

E. S. Hunter
Responsible Official
Asst. State Highway Engineer
Title
130 Transportation Bldg. 378-6891
Address or Location Phone
Salem, Oregon 97310

W. E. Schwartz
Alternate Responsible Official
Region 5 Engineer
Title
2111 Adams Ave. 963-3177
Address or Location Phone
LaGrande, Oregon 97850

Name of Public Waters into which wastes will be discharged: ____________

B. GENERAL DESCRIPTION

Briefly summarize the proposal for waste treatment and disposal.

The proposed system will consist of a three-cell waste stabilization pond that disposes of excess effluent via spray irrigation land disposal. The total surface area of the ponds will be about 1 1/2 acres.

C. REQUIRED EXHIBIT

As EXHIBIT A, attach three (3) copies of a Preliminary Engineering Report which fully describes the proposed project using written discussion, maps, diagrams, and any other necessary materials. Specific items contained in the report should include:

1. A complete description of the proposal
2. The location of the project
3. Future expansion potential and plans
4. Schedule for development (specific)
5. Quantity and quality of each waste stream
6. Schematic diagrams of Industrial Processes
7. Disposal method for Sanitary and Solid wastes
8. Alternatives for treatment and control
9. Size and Character of the proposed receiving stream.
10. Map showing location of project and all adjacent water sources

I HEREBY CERTIFY THAT THE INFORMATION CONTAINED IN THIS APPLICATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Signature of Owner (or legally authorized representative) ____________

Title Assistant State Highway Engineer
Date 2 14 75

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Deadmans Pass Safety Rest Area UMATILLA

DATE: January 30, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

2-1-79 Copies sent to:
G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
W. E. Schwartz, Region 5
H. W. Oswald, Dist. 12
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7901 [illegible] 00

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S. COULTER

BEN GIFFORD
12-29-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Dept. of Environmental Quality
RECEIVED
JAN 10 1979

PNRS STATE REVIEW

Project #: 7901 2 106 Due Date: JAN 26 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Lagoon will be constructed in accordance with plans and specifications approved by the Department of Environmental Quality.
DEQ will issue a permit for disposal system [illegible].

RECEIVED
JAN 11 1979
Water Quality Division
Dept. of Environmental Quality

Agency DEQ By Charles

9033 8DN

Salem, Oregon
January 11, 1979

J. H. Versteeg
Head of Engineering

J. R. Boyd
Right of Way Manager
Building

Files 30380 & 30381
Deadmans Pass Safety Rest Area Sec.
Old Oregon Trail Highway
Umatilla County

Attached are two files, an authorization and R/W prints covering the subject project, which is scheduled for May 24, 1979.

By: R

Robert R. Rounds
R/W Desc. Supervisor

RRR:cj
Attachments

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 29, 1978

TO:
Executive Department
Federal Aid Coordination Unit

East Central Oregon Association of Counties
116 South Main, Room 15
Pendleton, Oregon 97801

FROM:
D. E. Swan
Federal Aid Manager

SUBJECT:
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Deadmans Pass Safety Rest Area
Highway: Old Oregon Trail, I-80N
County: Umatilla

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be January 29, 1979.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5 W. E. Schwartz
District 12 H. W. Oswald
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
JAN 5 -'79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway			
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310		
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	

01	12] PROJECT TITLE [71 Deadmans Pass Safety Rest Area		
11	12] PROJECT LOCATION—CITY Old Oregon Trail I-80N	PROJECT LOCATION—COUNTY Umatilla	PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] To construct a sewage lagoon disposal system at the Deadman's Pass Safety Rest Area to replace an existing but failing sewage disposal system. [71

07 12] This proposal calls for a two-stage treatment lagoon abd sprinkler system. The [71

08 12] proposed lagoon site is situated on approximately three and one-half acres of relatively flat land that is downhill from both rest areas and all other improvements.

09 12] A gravity system is contemplated. The effluent is to be treated and stored in the lagoon system and then sprinkled on an approximately three acre area of grass [71

10 12] during the growing season.

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
138,300	- - -	11,700	- - -	- - -	150,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: 12/29/78	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 January	43] DAY [44 29	45] YEAR [46 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/29/78

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

PROJECT ASSESSMENT

I-80N-6(-)228

PART 1. GENERAL INFORMATION

A. Project Identification:

Date December 19, 1978

Section Deadman's Pass Safety Rest Area

Unit (if appl)

County Umatilla FAI

City

Highway Old Oregon Trail 0006

State Hwy. No.

Termini: M.P. (if appl) 229.00

Length N/A

Region 5

Construction Estimate Program Amount

B. Purpose of Project:

To construct a sewage lagoon disposal system at the Deadman's Pass Safety Rest Area to replace an existing but failing sewage disposal system.

C. Origin & History of Project: Located at MP 229.00, the safety rest area was completed in 1973. The drainfields that were installed in 1973 failed and were replaced by a mounded disposal system in 1977. However, this system has also shown a propensity for failure. By August 1978, the drainfield serving the east side of the rest area had completedly failed and had to be closed. The Highway Division believes the proposed lagoon system to be a proven system of reasonable cost, relatively low in maintenance cost, and acceptable in concept to D.E.Q.

D. General Description of Project: This proposal calls for a two-stage treatment lagoon and sprinkler system. The proposed lagoon site is situated on approximately three and one-half acres of relatively flat land that is downhill from both rest areas and all other improvements. A gravity system is contemplated. The effluent is to be treated and stored in the lagoon system and then sprinkled on an approximately three acre area of grass during the growing season.

Alignment: New NA Existing NA Combined NA

Typical Section: Existing: No. Lanes NA ; Med. NA ; Shldrs. NA ; Parking NA

Proposed: No. Lanes NA ; Med. NA ; Shldrs. NA ; Parking NA

Traffic: Existing Facility: Existing ADT NA ; Projected ADT NA ; Yr. NA

Existing Level of Service NA

Proposed Facility: Projected ADT NA ; Yr. NA

Projected Level of Service

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 3½ ; Type of Relocation Req. ______ ; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

N.A.

Type of Structure(s):

N.A.

Brief Description of River or Stream and Type of Involvement, if any:

N.A.

Local City, County of COG priorities of project;

N.A.

FHWA and/or OSHD approvals given, if any:

N.A.

Location or Design Alternatives (identify and describe): Two other locations and design alternates were considered (see figure 2).

1. Two other lagoon locations were considered, but both would require pumping of effluent and one would have been adjacent to a residence.
2. A design alternative was a plan that essentially stored the effluent from the drainfield. That plan was rejected because it was only a temporary measure, relatively expensive, and required excessive "red tape" with monthly reporting to D.E.Q.

Other Descriptive Information or Comments:

The one disadvantage to the proposed plan is that the selected lagoon site is located on private land and will require the acquisition of approximately three and one-half acres--most of which is Reservation land. Right-of-way inquiries indicate that little problem is anticipated.

(Attach project sketch map.)

12/1/78

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The site is located in the Blue Mountains about 20 miles east of Pendleton at an elevation of approximately 3500 feet. The rocky, hilly area is predominantly vegetated with pine trees interspersed with grassy "flats". The rest area occupies a drainage divide of a ridge of the Blue Mountains, with drainage "breaking off" to the south and to the north. Soils are shallow, with basaltic bedrock as parent material. While the area is typically dry in the summer, seasonal winter precipitation, augmented by orographic lifting, is considerably higher than the adjacent Columbia River Plateau; and is usually in the form of snow. The snow and cold winter temperatures severely limit the use of the rest area during the winter months. There are no live streams in the area.

2. Cultural: The rest area is situated within the Umatilla Indian Reservation. Water for drinking and irrigation is piped from Emigrant Springs State Park, about five miles to the east. The surrounding area is currently undergoing some scattered rural residential development. One site is located adjacent to the eastbound site, greatly limiting the acceptability of using this area for a lagoon site. There are no such developments near the recommended lagoon site on the westbound side of the rest area. Although the lagoon would be located adjacent to the rest area, trees will be planted to screen the facility from public view. A small amount of right-of-way will be required for the lagoon site and for the effluent sprinkling area (three acres from the Reservation and one-half acre from a private owner). The property agent and zoning official with the B.I.A. have been contacted and no problems are anticipated. One unused power line may have to be removed or moved (an old connection to a house that has been razed). Several interregional pipelines will have to be crossed from the rest area to lagoon site.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Small acquisition required (three and one-half acres) from Reservation and private owner. No problems anticipated.

2. Estimated Impact on Traffic Patterns:

N.A.

Consequences--Air Quality, Noise, Safety, etc.:

N.A.

3. Estimated Impact on Land Use:

Current land use is generally in the category of non-use. Outside of some scattered rural residential home sites, the Indian land is generally unused. other than for hunting or for occasional grazing.

Consequences:

No conflicts in land use.

4. Expected Impact on Natural Ecological Resources:

The proposed sewage disposal system will have to be approved by D.E.Q. The treated effluent will be ecologically safe, and will be disposed of as irrigation water. The existing drainage pattern is not characterized by a live stream. Some trees may have to be removed at the lagoon site.

Consequences:

The grass in irrigated area will have to be cut during the growing season.

5. Expected Impact on Cultural and Scenic Resources:

Some adverse impact on the area's scenic resources, but the lagoon will be screened from the public using the rest area by trees. A cultural resource survey may be required, particularly since the construction portion of the project is situated on Indian land, and is in the area of the Old Oregon Trail. However, some of land in question has previously been disturbed by pipeline construction,
~~Consequences:~~ private road to old homesite, and utility access to homesite.

12/1/78

6. Preliminary Identification of Areas of Critical Concern:
Care will have to be exercised in not interfering with the natural gas and petroleum pipelines that are located between the rest area and the proposed lagoon site.

7. Potential for Controversial Issues:

The proposed system will eliminate the current controversial issue of raw sewage that was flowing-seeping down the hill.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N.A.

b. Noise Standards

N.A.

c. Water Quality Standards

Coordination with County, Reservation and D.E.Q. officials will assure maintenance of ground water standards.

d. Area Land Use and Transportation Plans, and Zoning

In compliance.

C. Recommended Type of Action and Documentation:

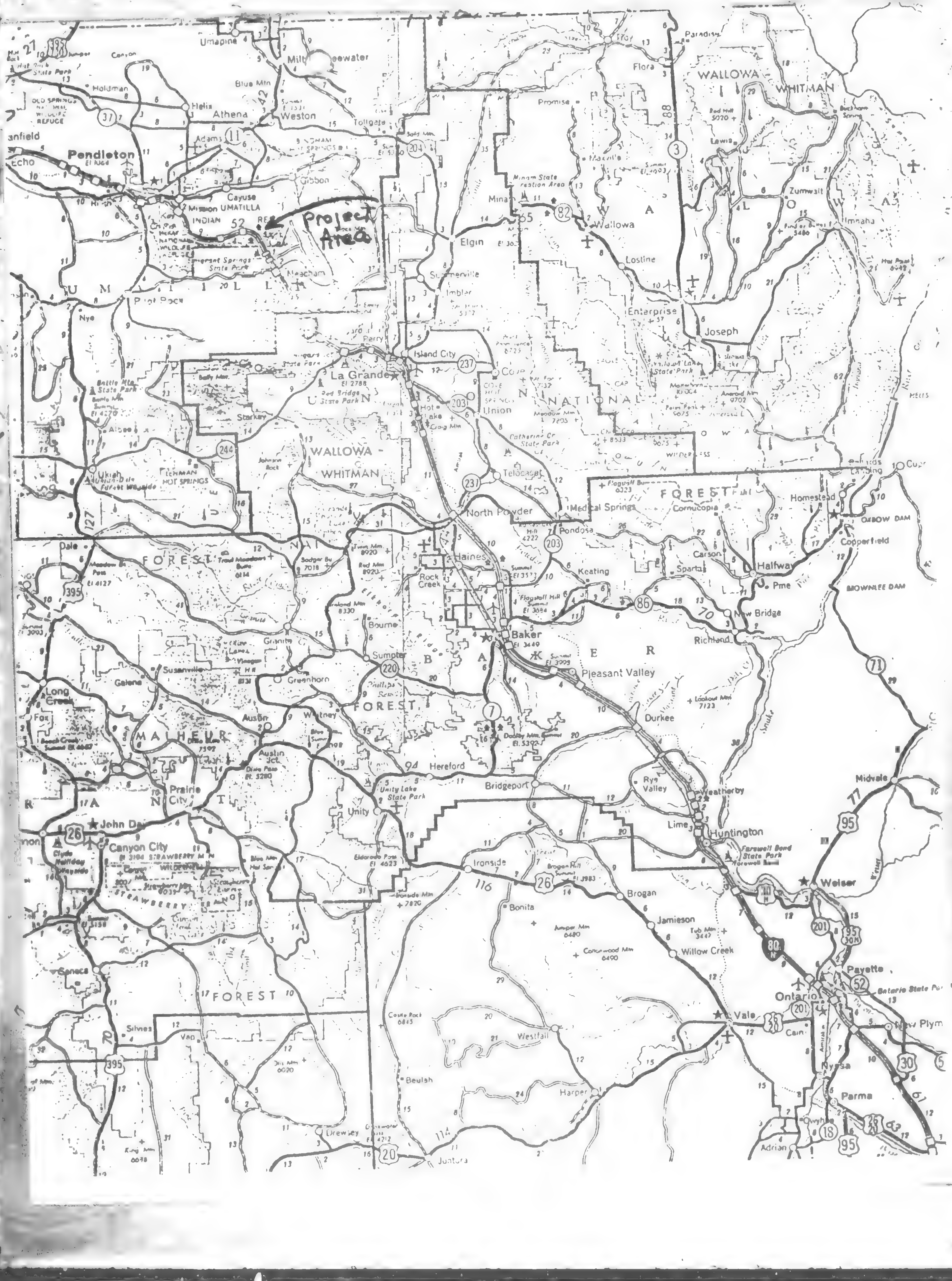
-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION------

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D& FEIS	____ D& F Neg. Dec.	XX ASSESSMENT ONLY
____ Section 4 (f)	____ Section 4 (f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
The limited scope and very minimal right-of-way requirements of the project render an assessment only recommendation.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

GP:sh
12/1/78


Project Area
Umapine
Milton-Freewater
Helix
Athena
Weston
Tollgate
Pendleton
Echo
Adams
Cayuse
Gibbon
Mission
UMATILLA INDIAN RES
Meacham
Pilot Rock
Nye
Ukiah
Dale
Elgin
Minam
Wallowa
Lostine
Enterprise
Joseph
Troy
Flora
Promise
Paradise
Lewis
Zumwalt
Imnaha
WALLOWA - WHITMAN
NATIONAL FOREST
Summerville
Imbler
Perry
Island City
La Grande
Cove
Union
Starkey
Telocaset
North Powder
Medical Springs
Pondosa
Cornucopia
Homestead
Oxbow Dam
Copperfield
Halfway
Pine
Carson
Sparta
Keating
Haines
Rock Creek
Baker
Pleasant Valley
Durkee
New Bridge
Richland
Brownlee Dam
Bourne
Sumpter
Granite
Greenhorn
Susanville
Galena
Long Creek
Fox
Austin
Austin Jct.
Whitney
Prairie City
John Day
Canyon City
Unity
Hereford
Bridgeport
Rye Valley
Weatherby
Lime
Huntington
Farewell Bend State Park
Ironside
Brogan
Jamieson
Willow Creek
Bonita
Weiser
Midvale
Payette
Ontario
Vale
Westfall
Harper
Beulah
Drewsey
Juntura
Seneca
Silvies
Nyssa
Parma
Adrian
Owyhee
New Plym
Cain
MALHEUR
FOREST
STRAWBERRY MTN WILDERNESS
UMATILLA
395
26
20
30
95
80N
86
7
220
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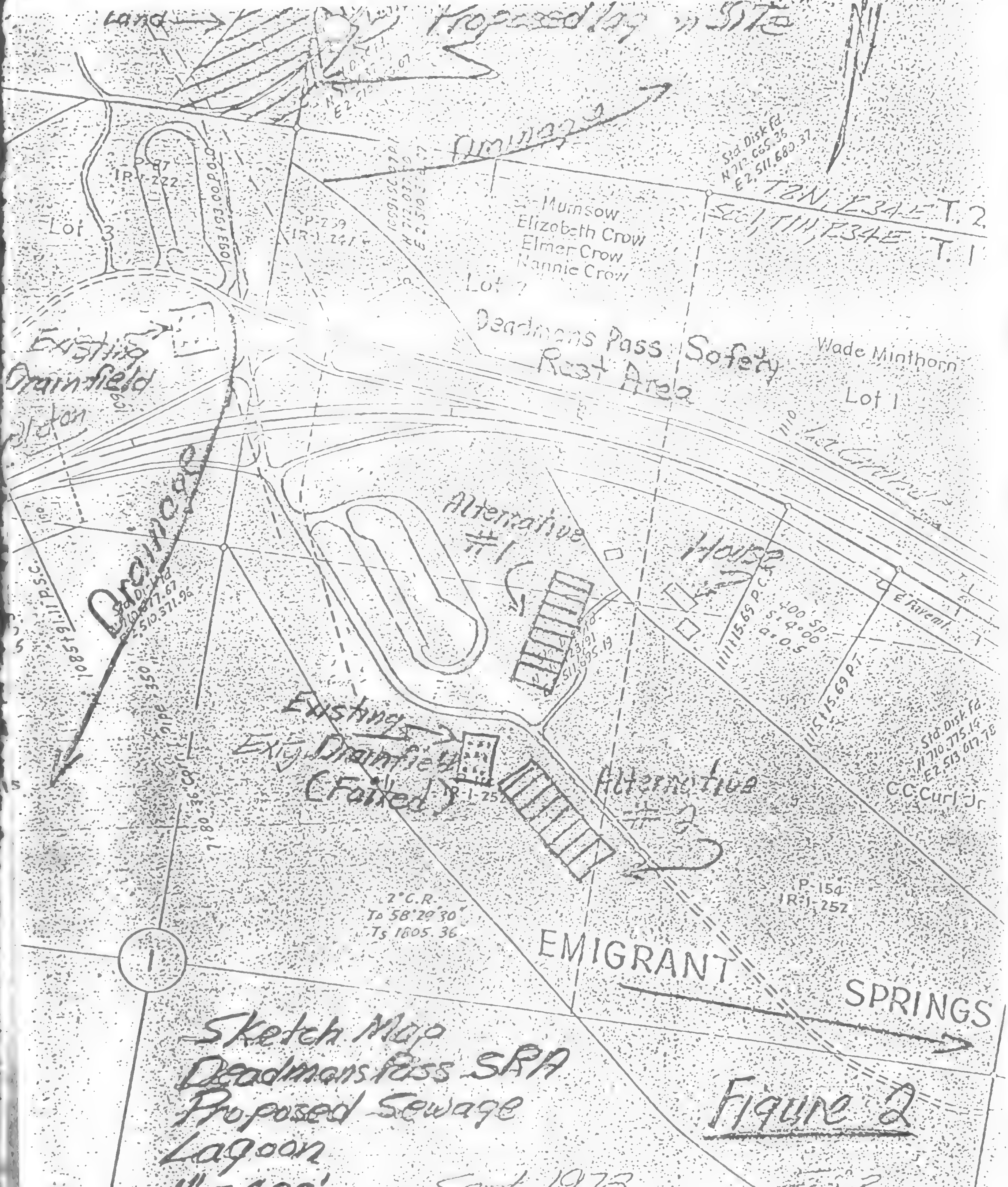
37
204
52
71
201
18
116



land→
Proposed lagoon Site
Drainage
Std. Disk Fd. N 712,655.36 E 2,511,680.37
T2N, R34E T.2
Sec 1 T1N, R34E T.1
P-297 IR-1-222
Lot 3
P-239 IR-1-247
Mumsow
Elizabeth Crow
Elmer Crow
Nannie Crow
Lot 2
Existing Drainfield
Deadmans Pass Safety Rest Area
Wade Minthorn
Lot 1
Drainage
Alternative #1
House
400 SP. S 4.00 a 0.5
15.69 P.C.
15.69 P.T.
Existing→
Exist. Drainfield (Failed)
IR-1-252
Alternative #2
Std. Disk Fd. N 710,775.14 E 2,513,017.78
C.C. Curl Jr.
P-154 IR-1-252
2° C.R. Δ 58°29'30" Ts 1805.36
1
EMIGRANT SPRINGS

Sketch Map
Deadmans Pass SRA
Proposed Sewage
Lagoon
1"=400'

Sept. 1973

Figure 2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

September 14, 1978

FROM: R. D. Hector
Region Construction Engineer

TO: H. S. Coulter
Highway Engineer

SALEM

SUBJECT: Deadmans Pass Safety Area
Sewage Lagoon
A proposal

RECEIVED
STATE HWY ENG
SEP 15 '78
REFER TO
File
Act
Sign
Info

The Deadmans Pass Safety Rest Area has, for several years, suffered problems with the drain fields. Last fall the D. E. Q., in response to an obvious potential health hazard, instructed the Highway Division to take corrective steps. At that time our people, through Walt Hart's office, began design of an alternate corrective design. Plans were developed for a drain field and the project was to be let on Sept. 21, 1978. During the review of the plan, the D. E. Q. and others had serious reservations concerning the success of the design. It was, therefore, decided to abandon the design and develop a new one.

By August 1978, the drain field serving the eastbound side of the rest area had completely failed and it became apparent that the eastbound rest area should be closed. It was. A plan which would essentially store effluent from that drain field was proposed by Steve Gardels of the D. E. Q. That plan was rejected because it would be only temporary, quite expensive, and require much reporting to and interference from the D. E. Q.

The purpose of this report is to recommend a course of action and a method to resolve the problem. It is believed that we can adequately serve the public by keeping only the westbound rest area in service during this winter and next spring. An eastbound traveler can cross under the freeway to get to the westbound side.

A contract for corrective measures should be let in very early spring (either Feb. 22 or March 29, 1979) with a completion date no later than mid-summer.

Recommendation

We recommend that a lagoon system similar to the sewage disposal system for the Boardman Safety Rest Area be constructed. We believe these to be a proven system of reasonable cost and relatively low maintenance. We further recommend that the lagoon be sited so as not to require extensive pumping of the effluent to the lagoon.

Alternate Locations

Several possible locations for a lagoon were investigated. They are shown on attached Figure 1.

Site Number 1 -- This is the recommended area. The advantages are that the site is downhill from both rest areas. It appears that a gravity system could be used. The site is downwind from all improvements. The site is approximately three and one-half acres of relatively flatland available. If need be, additional land to the northwest could be used for a sprinkler system. The disadvantage is that the site is on private land.

Site Number 2 -- The advantage is that this site is on State owned land. The disadvantages are that the site is uphill from both rest areas and considerably so from the westbound one. This would require pumps and a potential failure. We have had very poor luck keeping sewage pumps operational.

Site Number 3 -- The same comments as for Site Number 2 are applicable. The owner of the home shown on Figure 1 would probably object very strenuously to this site location. And we note that we would have to pump against an approximate head of 60 or 70 feet from the westbound rest area.

Site Number 1 is the recommended location.

Right of Way

Right of Way problems have been evaluated. (See Figure 2.) The existing Right of Way is shown in red.

That shown in purple is a part of the Indian Reservation and is approximately three acres in size. Bill Barnett, Right of Way agent in La Grande, has contacted Thelma Wright, Property Agent, Bureau of Indian Affiars, concerning this matter. Ms. Wright advises that the B. I. A. will cooperate with us and have given us tentative support of the proposal. The land is allotted to eight individual persons, but we do not expect problems with that. We also have the right of condemnation in this particular circumstance.

Barnett has also contacted John Hughes, Zoning Official with the B. I. A. Hughes feels that there will be no problem as far as he is concerned.

Two details need to be stressed when working with the B. I. A. in this matter. They will need plenty of time to review preliminary plans and a reasonable period of time to acquire the land is a minimum of two months and a maximum of six months.

That area shown in blue on Figure 2 contains approximately one-half acre. This land is not on the reservation . It is also relatively flat and could be acquired if the additional room was needed.

Department of Environmental Quality

I have kept close contact with D. E. Q. Regional Manager, Steve Gardels. He feels that they will not accept a proposal with marginal potential of success and is supportive of a lagoon type system. Gardels is the man from D. E. Q. who will have to sign off for that agency.

Conclusions

A lagoon system should be designed immediately for a contract letting date of February or March 1979.

Preliminary plans should be released to the D. E. Q. and B. I. A. in order to give them as much time as possible for review.

The lagoon should be sited adjacent to and northerly of the westbound rest area, Pine trees should be planted along existing fence line to make it aesthetically acceptable.

Right of Way acquisition begins immediately.

We are requesting your approval of this course of action and we also request that you instruct the appropriate members of your staff to take action so that this problem can be solved in a timely manner.

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 9-18-78

RDH/vmt
Enc.

RECEIVED
TECHNICAL SERVICES
SEP 18 '78
REFER TO
[illegible]
FO
Info | Inves | R/D | L/R | Ign | Act | File

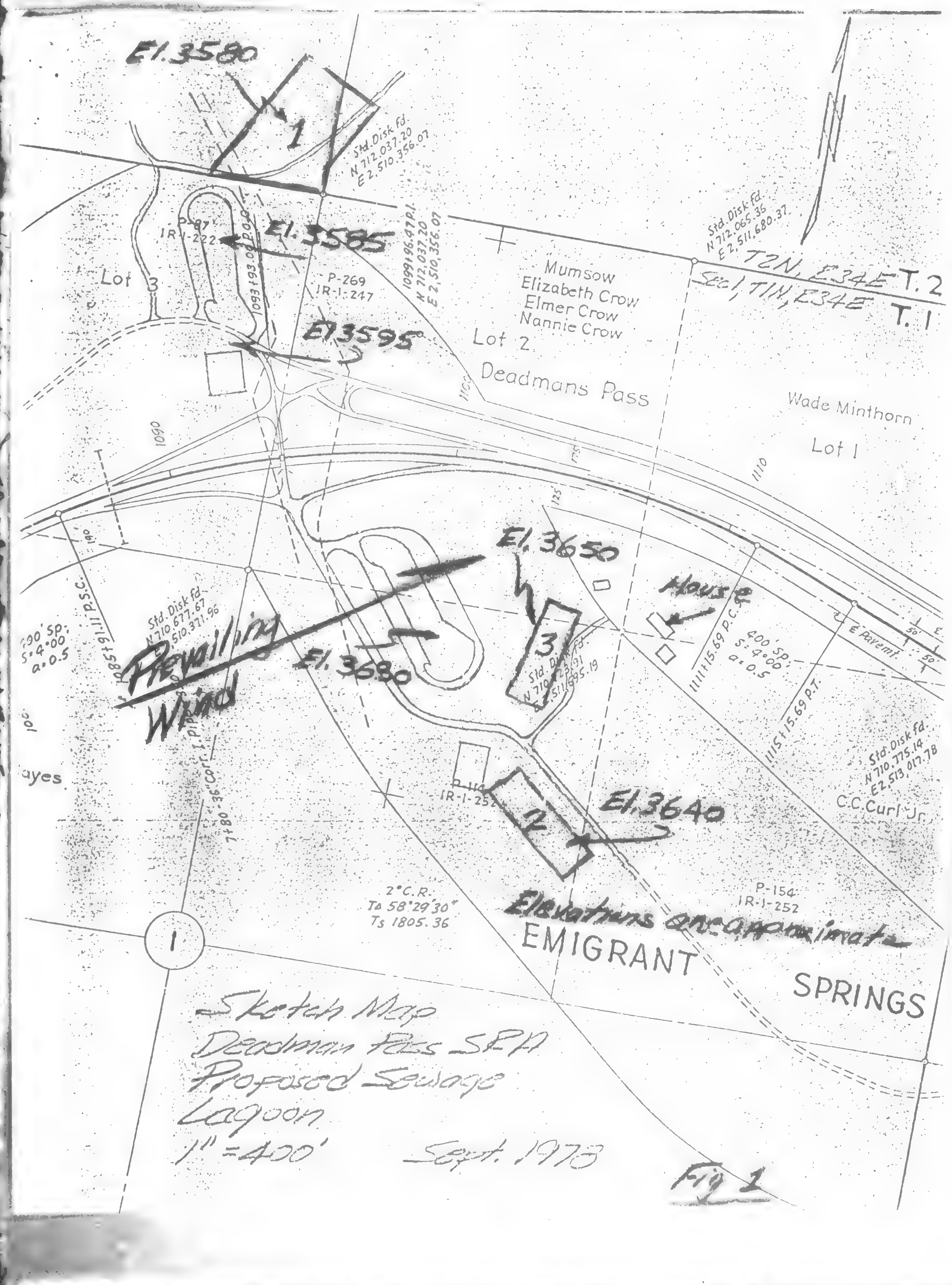
NOTED
E. S. HUNTER

Can you meet the schedule?
[illegible]

REFER TO
Ed Hunter — Please TAA re design, P/L, etc
By State Hwy. Engr.
9-18-78

cy - Region 5
Project Mgt. - If any add'l FHWA approval is needed - TAA. -

cy Coulter
Moehring
Schwartz
9-21-78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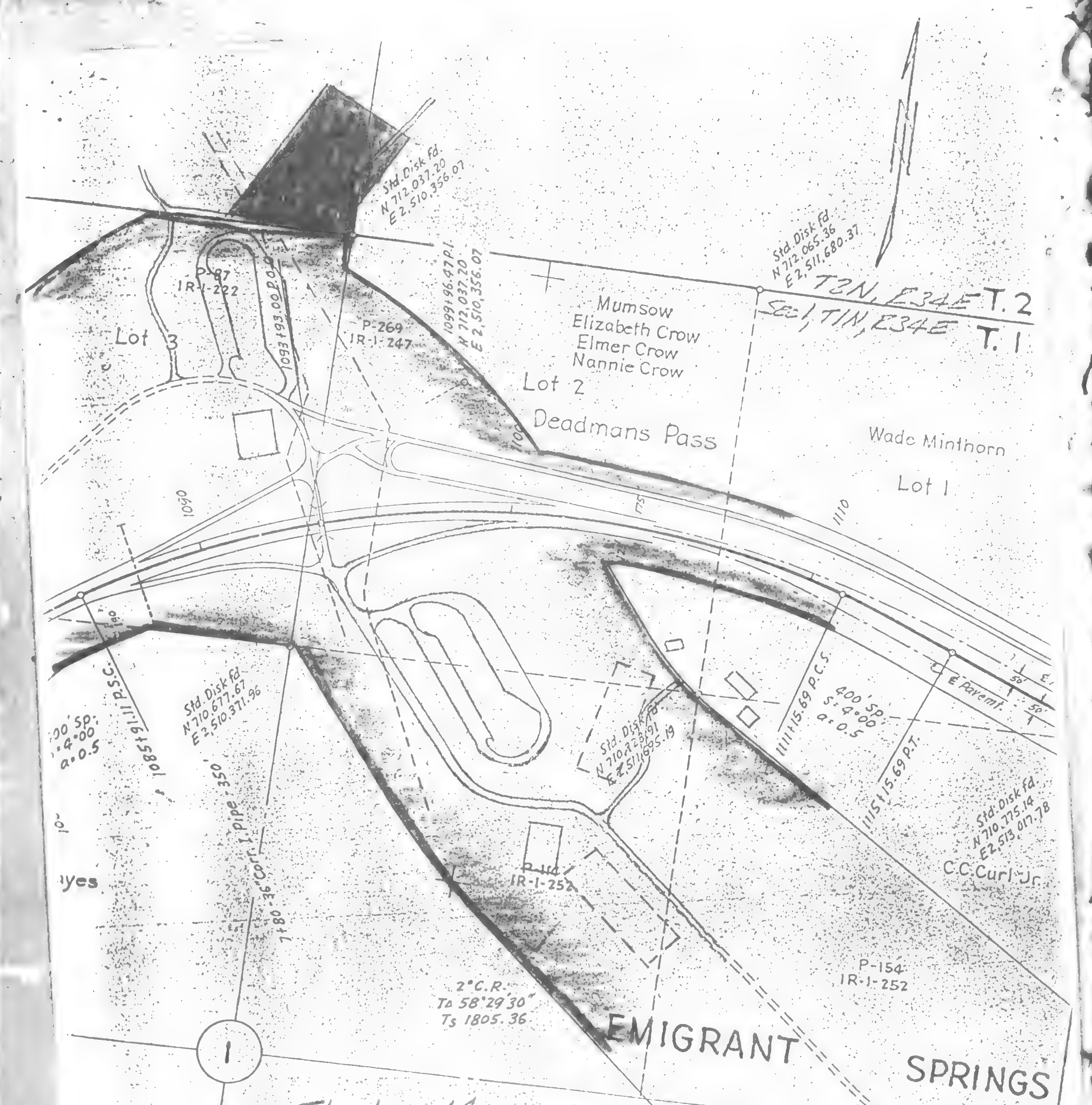
1099196.47 P.I.
N 712,037.20
E 2,510,356.07
P-269
IR-1-247
Lot 3
El. 3595
Std. Disk Fd.
N 712,065.36
E 2,511,680.37
T2N, E34E
Sec 1, T1N, E34E
T. 2
T. 1
Mumsow
Elizabeth Crow
Elmer Crow
Nannie Crow
Lot 2
Deadmans Pass
Wade Minthorn
Lot 1
1090
1105
1110
1115
1125
1100
190
El. 3650
House
Std. Disk Fd.
N 710,677.67
E 2,510,371.96
1085+91.11 P.S.C.
790' Sp.
S: 4.00
a: 0.5
Prevailing Wind
El. 3680
3
Std. Disk Fd.
N 710,423.91
E 2,511,595.19
1111+15.69 P.C.
400' Sp.
S: 4.00
a: 0.5
1115+15.69 P.T.
E Pavemt.
50'
50'
Std. Disk Fd.
N 710,775.14
E 2,513,017.78
C.C. Curl Jr.
ayes
7+80.36 Corr. 1 P.I.
IR-1-252
2
El. 3640
2° C.R.
Ts 58°29'30"
Ts 1805.36
P-154
IR-1-252
Elevations are approximate
1
EMIGRANT
SPRINGS

Sketch Map
Deadman Pass SPA
Proposed Sewage
Lagoon
1" = 400'

Sept. 1978

Fig 1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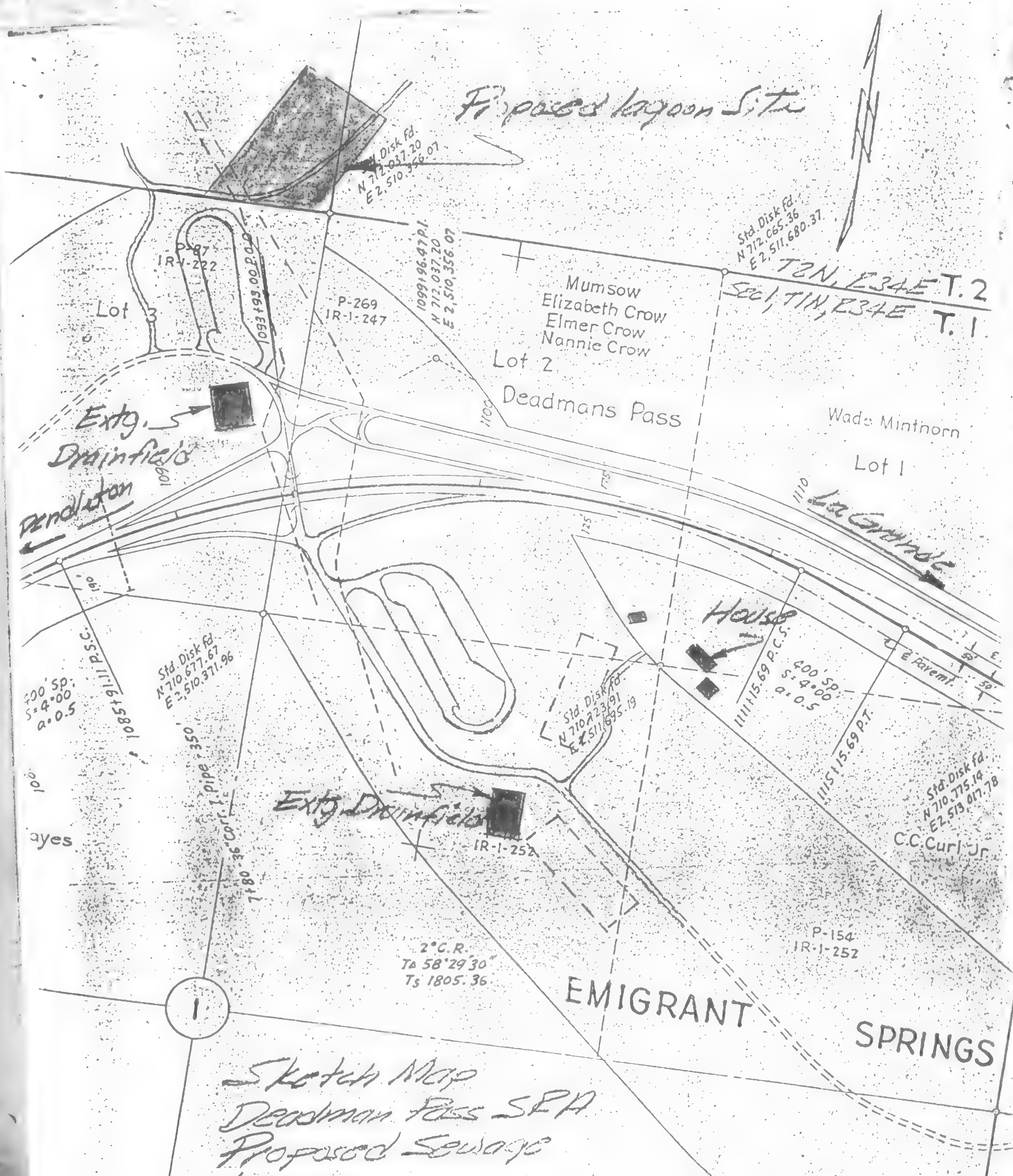
E 2,510,356.07
Std. Disk Fd.
N 712,065.36
E 2,511,680.37
T3N, E34E T. 2
Sec. 1, T1N, E34E T. 1
P-87
IR-1-222
1093+93.00 P.O.C.
1099+96.47 P.I.
N 712,037.20
E 2,510,356.07
P-269
IR-1-247
Lot 3
Mumsow
Elizabeth Crow
Elmer Crow
Nannie Crow
Lot 2
Deadmans Pass
Wade Minthorn
Lot 1
1090
1100
1110
1085+91.11 P.S.C.
400' Sp.
s: 4.00
a: 0.5
Std. Disk Fd.
N 710,677.67
E 2,510,371.96
Std. Disk Fd.
N 710,828.91
E 2,511,695.19
1111+15.69 P.C.S.
400' Sp.
s: 4.00
a: 0.5
1115+15.69 P.T.
℄ Pavemt.
50'
50'
Std. Disk Fd.
N 710,775.14
E 2,513,017.78
C.C. Curl Jr.
7+80 - 36" Corr. I. Pipe 350
yes
P-114
IR-1-252
P-154
IR-1-252
2° C.R.
Ta 58°29'30"
Ts 1805.36
1
EMIGRANT
SPRINGS

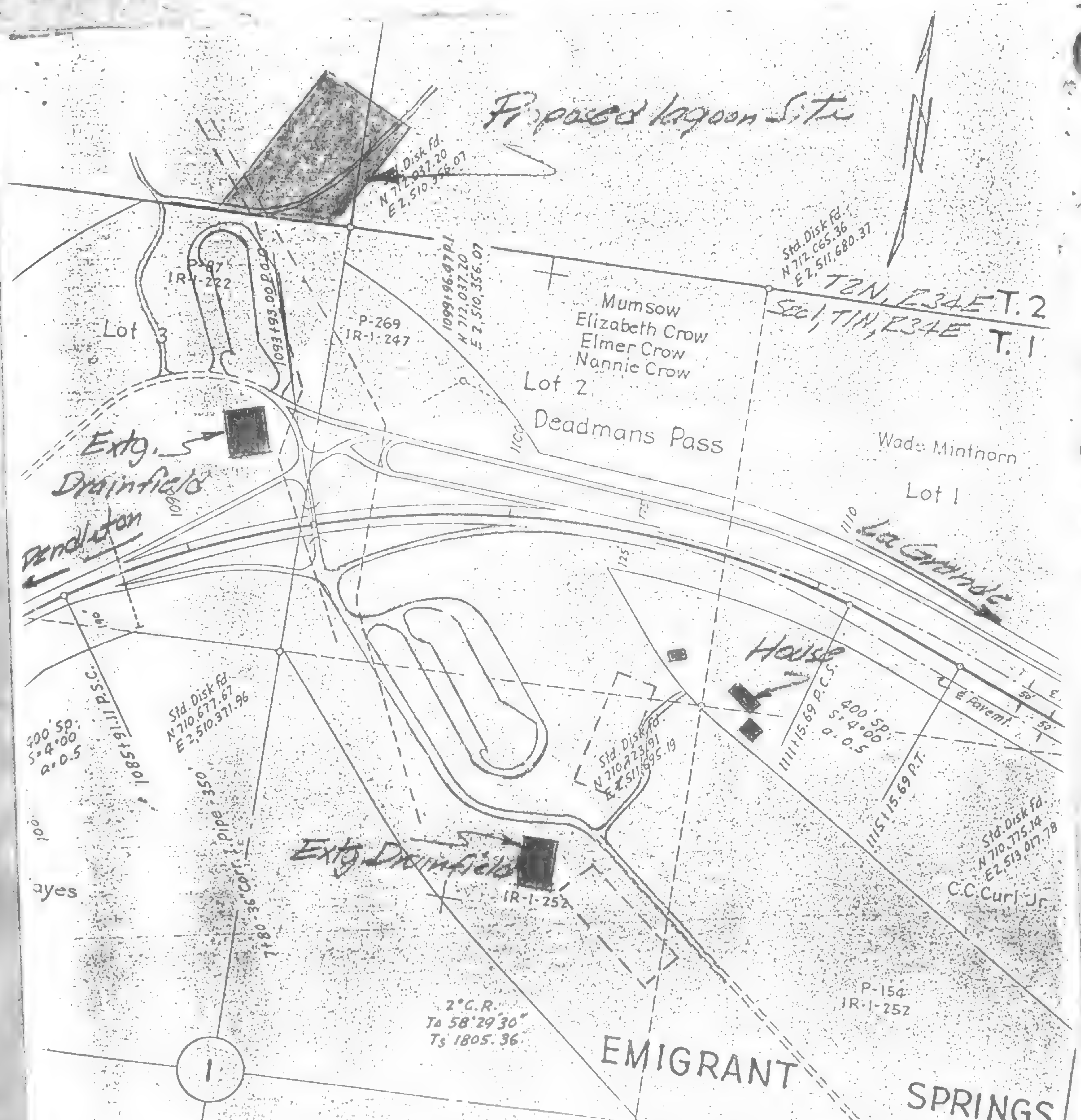
Sketch Map
Deadman Pass SRA
Proposed Sewage
Lagoon
1" = 400'
Sept. 1973


Proposed lagoon Site
Std. Disk Fd. N 712,037.20 E 2,510,356.07
Std. Disk Fd. N 712,065.36 E 2,511,680.37
T2N, E34E T.2
Sec 1, T1N, E34E T.1
P-287 IR-1-222
Lot 3
P-269 IR-1-247
1093+93.00 P.O.C.
1099+96.47 P.I. N 712,037.20 E 2,510,356.07
Mumsow
Elizabeth Crow
Elmer Crow
Nannie Crow
Lot 2
Deadmans Pass
Wade Minthorn
Lot 1
Extg. Drainfield
Pendleton
La Grande
House
Std. Disk Fd. N 710,677.67 E 2,510,371.96
400' Sp. S 4.00 a 0.5
1085+91.11 P.S.C.
1080+36 Corr. I. pipe 350
Std. Disk Fd. N 710,723.91 E 2,511,695.19
1111+15.69 P.C.S.
400' Sp. S 4.00 a 0.5
1115+15.69 P.T.
E Pavemt.
Std. Disk Fd. N 710,775.14 E 2,513,017.78
Extg. Drainfield
IR-1-252
ayes
C.C. Curl Jr.
P-154 IR-1-252
2° C.R. Ta 58°29'30" Ts 1805.36
EMIGRANT
SPRINGS
1

Sketch Map
Deadman Pass SRA
Proposed Sewage
Lagoon
1" = 400'

Sept. 1978

Fig 3


Proposed lagoon Site
Std. Disk Fd.
N 712,037.20
E 2,510,356.07
Std. Disk Fd.
N 712,C65.36
E 2,511,680.37
T2N, E34E
T. 2
Sec 1, T1N, E34E
T. 1
P-97
IR-1-222
1093+99.00 P.O.C.
1099+96.47 P.I.
N 712,037.20
E 2,510,356.07
P-269
IR-1-247
Lot 3
Mumsow
Elizabeth Crow
Elmer Crow
Nannie Crow
Lot 2
Deadmans Pass
Wade Mintnorn
Lot 1
Extg. Drainfield
Pendleton
La Grande
House
190
1085+91.11 P.S.C.
400' Sp.
S=4.00
a=0.5
Std. Disk Fd.
N 710,677.67
E 2,510,371.96
Std. Disk Fd.
N 710,223.91
E 2,511,695.19
1111+15.69 P.C.S.
400' Sp.
S=4.00
a=0.5
1115+15.69 P.T.
E Pavemt.
50'
Std. Disk Fd.
N 710,775.14
E 2,513,017.78
C.C. Curl Jr.
Extg Drainfield
IR-1-252
350'
7+80 - 36" Corr. pipe
ayes
100'
P-154
IR-1-252
2°C.R.
To 58°29'30"
Ts 1805.36
EMIGRANT
SPRINGS
1

Sketch Map
Deadman Pass SPA
Proposed Sewage
Lagoon
1" = 400' Sept. 1978

Fig 3

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. H. Moehring
Manager
Office of Project Management

DATE: August 22, 1978

SUBJECT:

Sewage Disposal System
Deadman's Pass Safety Rest Area
Old Oregon Trail (I-80N)
Umatilla County

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Assistant Structural
Design Engineer

NOTED
E. S. HUNTE

We wish to notify you that the proposed sewage disposal system contract cannot be bid as scheduled on September 21, 1978.

We have been refused a permit to construct this project as it is now designed. We are now studying ways to meet the design criteria recently imposed by the Department of Environmental Quality.

We intend to have this project ready again for bid on November 16, 1978.

This preliminary estimate for the work now required is $120,000.

GJB:dh

cc E. S. Hunter
J. H. Versteeg
W. E. Schwartz
Harry Oswald
W. C. Ferguson

RECEIVED
TECHNICAL SERVICES

AUG 22 '78

REFER TO

FOR

Info	nves	R/D	D/R	ign	Act	File

81-125-1387

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Deadman's Pass Safety Rest Area

DATE: December 27, 1977

RECEIVED
STATE HWY ENG
JAN 17 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
W. E. Schwartz, Reg.5
H. W. Oswald, Dis.12
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7711 2 530

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S.COULTER

BEN GIFFORD
11-18-77

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 530 Due Date: DEC 23 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
NOV 28 1977
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 530 Due Date: DEC 23 1977

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION WILL COORDINATE CULTURAL RESOURCE MANAGEMENT WITH THIS OFFICE IN THIS DEADMAN'S PASS SAFETY REST AREA PROJECT IN UMATILLA COUNTY.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David G Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 530 Due Date: DEC 23 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Health By LaVerne S Miller

(#2)

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 18, 1977

TO
Executive Department
Federal Aid Coordination Unit

East Central Oregon Association
of Counties
116 South Main, Room 15
Pendleton, OR 97801

FROM
Original Signed By
D. E. Swan
D. E. Swan
Federal Aid Engineer

NOTED
H.S. COULTER

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Deadman's Pass Safety Rest Area
Highway: Old Oregon Trail Highway
County: Umatilla

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 19, 1977.

BLG: lml

Attachment

cc:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5 W. E. Schwartz
District 12 H. W. Oswald
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
NOV 22 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT: Department of Transportation [45 | 46] DIVISION: Highway [79

03 12] APPLICANT ADDRESS STREET: O'DOT Building [45 | 46] CITY: Salem [60 | 76] ZIP: 97310 [80

04 12] CONTACT PERSON: D. H. Moehring [45 | 46] AREA CODE: 503 [48 | 49] PHONE: 378 [55 | 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: Deadman's Pass Safety Rest Area [71

11 12] PROJECT LOCATION—CITY: Old Oregon Trail Highway | PROJECT LOCATION—COUNTY: Umatilla | PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05

06 12] To provide additional irrigation water to the SRA to establish a new lawn for the eastbound half of the SRA. This will be done by piping water in from Emmigrant [71

07 12] Springs State Park a few miles to the east and laying sod at the rest area, and to provide adequate sewage disposal for both units of the SRA, since septic tank [71

08 12] effluent from both units to the east bound unit and disposed of with a Mounded Disposal system. [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
138,000	-------	12,000	--------	------	150,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Nov. 18, 1977

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: December [42 | 43] DAY: 19 [44 | 45] YEAR: 1977 [46

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Nov. 18, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of NON-MAJOR environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR
I-80N-6(-)228

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 22, 1977

Section Deadman's Pass SRA (Revised Assmt.)

Unit (if appl) ________

County Umatilla

City ________

Highway Old Oregon Trail

State Hwy. No. #6

Termini: M.P.(if appl) M.P. 229.00

Length ________

Region 5

Construction Estimate $150,000.
Program Amount

B. Purpose of Project:

To provide additional irrigation water to the SRA to establish a new lawn for the eastbound half of the SRA. This will be done by piping water in from Emmigrant Springs State Park a few miles to the east and laying sod at the rest area, and to provide adequate sewage disposal for both units of the SRA, since septic tank effluent from both units to the east bound unit and disposed of with a Mounded Disposal system.

C. Origin & History of Project:

This safety rest area was completed on both sides of I-80N in 1973. It is located approximately at M.P. 229.00. The water supply at the site proved to be inadequate for both domestic and irrigated uses, and only the lawn for the westbound portion of the SRA was landscaped. The new water supply would adequately provide for irrigation and allow for full use of potable water domestic purposes. Also, the drainfields that were installed in 1973 failed and the Department of Environmental Quality has instructed us to repair our disposal system.

D. General Description of Project:

Highway ADT here is approximately 4,300 (1974). SRA use approximates 10 percent of this or 430 vehicles per day.

Alignment: New ________ Existing ________ Combined ________

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT ________; Projected ADT ________; Yr. ____

Existing Level of Service ________

Proposed Facility: Projected ADT ________; Yr. ____

Projected Level of Service ________

Other Descriptive Information or Comments Continued:

The Mounded Disposal System is an experiemental method of effluent disposal and the permits are administered by the Department of Environmental Quality under the "Experimental On-Site Sewage Treatment and Disposal Systems Program."

Water will be pumped from wells to a reservoir at the Stae Park, and from there flow through the lines to a receiving reservoir at the SRA.

This project will involve digging a trench and laying pipe within a State Park. The reservoir at the Park would be 25'-30' in diameter, covering up to 700 square feet. The trench would be covered over so that it would not significantly affect recreational activities at the Park. Additionally, precautions will be taken in locating the trench to minimize harm to existing vegetation. Harm to the vegetative system at the State Park will not therefore be of major significance.

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels________

Acres________; Type of Relocation Req.__________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

Alternatives considered for a sewage disposal system to replace the existing system included subsurface dispoal, mounded disposal system, mineral oil flushing system, stabilization pond and repair of existing drainfields.

Other Descriptive Information or Comments:

Water requirements from Emmigrant Springs State Park would be approximately 65,000 gallon/week. Trenching has been done and pipe has been laid down on the grass median of I-80N from the Park to the SRA as part of a median upgrading project. Remaining piping will include 3600' at the State Park and 1200' at the SRA. (Continued on page 2A)

(Attach project sketch map.)

No

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This site is within a rocky, hilly area about 25 miles east of Pendleton. The region is vegetated predominantly with pine trees and grasses.

The soils here are shallow, with basaltic bedrock underneath. The region is usually dry with varying seasonal extremes of temperature.

2. Cultural:

The site is on I-80N, nearly half way between two major eastern Oregon cities--Pendleton and LaGrande. The rest area is also within the Umatilla Indian Reservation.

About 5 miles to the east is Emmigrant Springs State Park, from which irrigation water will be piped to the rest area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

A minor amount of parkland will temporarily be used for construction purposes during the laying of the pipe.

Consequences:

Land use will be unaffected.

4. Expected Impact on Natural Ecological Resources:

Impact will be limited to vegetation removed during the laying of pipe from the reservoir to the highway.

Consequences:

Temporarily diminished aesthetics.

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

N/A

c. Water Quality Standards

Coordination with County Public Works Department assures maintenance of ground water standards.

d. Area Land Use and Transportation Plans, and Zoning

N/A

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	**NON-SIGNIFICANT:**	
___ D & FEIS	___ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ___ 1 ___ 2 _X_ 3 ___ 4

UNITED STATES GOVERNMENT APPENDIX A

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 3[illegible]
Salem, OR 97302

DATE: July 16, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project I-80N-6(62)228
Deadman's Pass SRA
Old Oregon Trail
Project Assessment

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Bulien's June 7, 1976 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

Original Signed By
WILLIAM [illegible]
Environmental [illegible]
G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Jim Kennedy, Reg Env)

KC: 7/20/76

STATE OF OREGON

INTEROFFICE MEMO

1022

TO: E. S. Hunter
Technical Services Engineer

DATE: November 8, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Deadman's Pass SRA
Old Oregon Trail
Umatilla County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
~~R. E. Royer~~
Surfacing Design - Lab Bldg.
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald
Region 5 Geologist: Vernal Moore
B. L. Gifford

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 11-8-77

102

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 27, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. I-80N-6(-)228
Deadman's Pass SRA
Old Oregon Trail
Umatilla County
Project Assessment (Revised)

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's September 29, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development

William H. Kappus
for G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Reg 4, Fenton)

RECEIVED
STATE HWY ENGR
NOV 2 '77
REFER TO
Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 13, 1977

Walter J Hart

FROM: Walter J. Hart
Structural Design Engineer

TO: Mr. E. S. Hunter
Technical Services Manager

SUBJECT:

Proposed Mounded Disposal System
Deadman's Pass Safety Rest Area
Old Oregon Trail (I-80N)
Umatilla County
Bridge 9860D

The DEQ has instructed us to repair our sewage disposal system at Deadman's Pass Safety Rest Area. The present mound disposal field was designed in the field by the resident engineer, was improperly done, and has failed to operate for quite some time.

We have obtained informal approval from the DEQ for one new mounded disposal field to take the place of two existing fields. This new disposal field will be located near the eastbound rest area adjacent to the existing disposal field.

We wish to request that a project assessment be made and the job processed and scheduled for contract letting in March 1978. A preliminary estmate of the cost is $60,000. The FHWA has been included in the correspondence on the project with the DEQ.

GJB:dh

cc D. H. Moehring
R. L. Schroeder
H. W. Oswald
J. H. Versteeg
Gary Potter

+ cy Hart 9-15-77

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 9-15-77

RECEIVED
TECHNICAL SERVICES
SEP 14 '77
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

ROW 18-4

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 22, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Power Line Service to Well #2
Deadmans Pass Safety Rest Area
(Water Supply Systems Improvement)
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-6(62)228

Dear Sir:

Here are two copies of a bill which is being presented in lieu of an estimate of cost for the excavation of a narrow trench for underground electrical conduits, for the installation of a concrete slab over the conduits installed by others, and for backfilling the trench. Also enclosed is a sketch map showing where the work was performed, and a letter dated July 11, 1977, establishing an eligible date for the work and Federal approval of performing this type of work to supply power to well #2.

Since this is a project to supply service, there will be no credit for expired service life or betterment.

Your approval of this actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work effective June 20, 1977, is requested. The cost to the State is $2,250.00.

Yours truly,

for J L Gaither

D. E. Swan
Federal-Aid Engineer

NOTED
E. S. HUNTER

DES:pp:db
Enclosure

cc: E. S. Hunter
Robert Church
Phil Preston

RECEIVED
TECHNICAL SERVICES
AUG 24 '77
REFER TO
FOR
Info | Inves | R/D | /R | Ign | ct | file

1

9033

Adele Egan
Right of Way

June 24, 1977

C. W. Head, Manager
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 6155

930-H

We are attaching fully executed copies of two service agreements with Umatilla Electric Cooperative Association for electrical service to Emigrant Springs State Park (Deadman's Pass Safety Rest Area) on the Old Oregon Trail in Umatilla County.

It is my understanding that you will transmit copies to the Cooperative Association. We retained one fully executed copy of each agreement for the Transportation Commission's files.

bkr

Attachments

GENERAL FI

OREGON STATE
HIGHWAY DIVISION

1859

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 5'77
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | Act | File

May 4, 1977

Mr. Larry E. LemKau
Supervising Sanitarian
Eastern Region
Department of Environment Quality
P.O. Box 1538
Pendleton, OR 97801

Deadmans Pass SRA
Umatilla County
Bridge No. 9860
Your File
ENF-SSD-ER-77-58

930-H

We have examined the sewage treatment and disposal problems at this rest area and have proposed several alternative systems as detailed in the attached Memo to the File.

We propose to abandon the existing evapotranspiration beds, and proceed with the design and construction of the subsurface disposal alternate indicated in the attached Memo. If tests indicate this is not feasible we will use the mounded disposal system alternate as a second choice. It appears that the existing evapotranspiration beds have no chance of operating properly without a drastic water flow reduction (by perhaps 90%) and repair by adding impervious dikes on all sides of the beds. This repair and flow reduction alternative is our last alternative as it is still questionable if it would perform satisfactorily.

We would install the subsurface disposal system in the area near the existing eastbound disposal area as referenced in your March 15, 1977 letter. You indicated that the site might be able to serve both units of the rest area, if your preliminary auger test holes for soil depth proves accurate. We do own the property in question and I have attached a drawing indicating our Right-of-Way for your information. It is our understanding that the subsurface disposal system would be installed on a "repair permit" basis from your office.

We anticipate that the soil will be about three feet deep. We would envision the installation of a small diameter perforated PVC pipe in shallow trenches using a low-pressure effluent dosing technique for equal distribution throughout the area. We believe that such a system could be installed this summer and that it would meet the criteria for a short-term as well as a long-term solution for sewage treatment and disposal.

The attached tabulation sheets and graph indicate respectively the total daily and weekly domestic flows that were used at the rest area in 1976. The yearly average flowrate is 3200 gallons per day, with a maximum summer flow of 7100 gpd and a minimum winter flow of 150 gpd. Flow reduction is possible, but we would prefer to size the drainfield for the facilities as they are.

Please give us an Evaluation Report for the site and proposed method of disposal. If you need backhoe test holes, or additional information please contact Mr. Harry W. Oswald at 276-6131, or Mr. Jimmy S. Hansen at 378-6551.

W. J. Hart
Bridge Engineer

JSH: mjv

Enclosures

cc E. S. Hunter
D. H. Moehring
W. E. Schwartz w/enclosures
R. D. Hector
H. W. Oswald w/enclosures
Glen Green FHWA w/enclosures

February 24, 1977

Mr. Larry E. Lenkau
Supervising Sanitarian
Eastern Region
Department of Environmental Quality
Box 1538
Pendleton, OR 97801

Dear Mr. Lenkau:

Deadman's Pass Rest Areas
Umatilla County
Your File ENF-SSD-ER-77-58

930-H

We have received your February 2 letter relative to sewerage malfunctions at the Deadman's Pass Safety Rest Areas. As you know, the evapotranspiration beds were installed prior to the development of today's design criteria for such installations.

Under the criteria recently developed by the DEQ Experimental Board on Evapotranspiration Beds, these existing beds appear to be considerably undersized. It appears that the most viable solution to our problems is the enlargement of the beds to the correct size, including use of impervious dikes, or the installation of a lagoon system similar to that at the Boardman Safety Rest Area.

We are studying these alternates and should have a proposal ready for submittal to you by May 1. We would appreciate receiving your comments on these alternates, or others which you consider viable.

Please contact Robert W. Ellison, Acting Bridge Engineer, at your convenience to discuss this situation. His telephone number in Salem is 378-6551.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
R. W. Ellison
W. E. Schwartz (enc.)
Harry Oswald

GJB:dh/ESH:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 22, 1977

FILE:

RECEIVED
STATE HWY ENGR
FEB 23 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

R.W. Ellison

FROM: R. W. Ellison
Acting Bridge Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT:
Deadman's Pass Safety Rest Area
Umatilla County
Sewage Disposal Problems
Bridge No. 9860

There appears to be no obvious or simple solution to the problems associated with the existing sewage treatment and disposal system at Deadman's Pass Safety Rest Area, as required by the Department of Environmental Quality's letter of February 2, 1977 to Harry Oswald, District 12 Engineer.

The sewage treatment system at this rest area uses septic tanks which discharge into evapotranspiration beds. The beds were designed by field personnel with the assistance of DEQ in 1972 when it was discovered that a standard drainfield system wouldn't work due to bedrock being present at less than two feet from the surface. This evapotranspiration bed system was and is considered very experimental in Oregon. It had been used at the Manzanita Safety Rest Area with success and was considered a viable installation at Deadman's Pass. Design criteria was very limited.

A bed was installed in both units of the rest area. Little information was available in the files about the cross-section of the bed, but apparently it consisted of minimum 3 feet of clay on top of the native soil, with 1 foot of gravel over the clay, eighteen 100-foot standard drain lines were laid on the gravel, and additional gravel placed to 6 inches above the top of the drain lines. On top of this is 6 - 12 inches of topsoil, seeded and mulched. Each bed covers about 10,000 square feet. Initially there were no dikes installed around the bed to contain the septic tank effluent, although the clay base was undoubtedly impervious. The result was that the effluent drained out the edges of the bed and pooled. Several attempts were made to solve the problem by diking around the beds but were unsuccessful. This strategy seemed to be the right approach, but with further investigation it appears that even if the beds were successfully diked, they would still be undersized by perhaps 90 percent.

Although these evapotranspiration beds are still experimental in Oregon, a lot of design criteria and experience has accumulated in the past several years. With present day design criteria, assumed effluent flow rates, evaporation and precipitation rates, and other variables, it appears that the evapotranspiration beds are undersized by a factor of ten. Because of this, it appears that the beds have no chance of performing satisfactorily without drastic expansion.

The DEQ administers permits for evapotranspiration beds under an experimental program. Permits are only given if there is something to be gained experimentally by the installation. Therefore, we are not certain at this time if a permit can be obtained to enlarge the existing beds to the required size.

The only other alternate that would be feasible appears to be a lagoon system similar to that at Boardman Safety Rest Area. The drawback is the mountain location with the accumulation of snow and ice on the lagoon. The alternates will have to be studied and proposed to the DEQ.

Enclosed is a suggested reply to the DEQ proposing the foregoing solutions and asking for their cooperation and advice.

GJB:JSH:dh
Enclosure

cc W. E. Schwartz
Harry Oswald

BUp March 10th

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality
EASTERN REGION
245 S.E. FOURTH STREET, PENDLETON, OR 97801 PHONE (503) 276-6131, Ext. 283
MAILING ADDRESS: POST OFFICE BOX 1538, PENDLETON, OREGON 97801

February 2, 1977

Oregon State Highway
c/o Harry Oswald
Pendleton, Oregon 97801

Dear Mr. Oswald:

Re: SSD - DEADMAN'S PASS
Umatilla County
ENF-SSD-ER-77-58

On November 4, 1976, Ken Birkbeck and I visited with you and Walt Sullivan to discuss the existing sewage malfunctions at the Deadman's Pass east and westbound rest areas.

Following our evaluation it was determined that a permanent solution was not possible before winter because of the anticipated snow and lack of available manpower.

The interim measure implemented was strickly containment of effluent, not a permanent solution. The consisted of extending the perimeters of the existing drainfield pads by filling and tapering with No. 10 minus reject rock.

Both sites were re-visited December 28, 1976 after the fill work was completed. At this time pooled effluent was noted on the surface of the ground in both the west and eastbound systems.

This constitutes a definite health hazard and with the heavy usage during the summer months will only magnify the problem.

✓ Therefore we require that you submit by May 1, 1977 a proposed strategy for a long term solution of waste water treatment for both rest areas.

Sincerely,

WILLIAM H. YOUNG
Director

Larry E. Lemkau
Supervising Sanitarian
Eastern Region

2-7-77
Ellison
Apl reply - solution.
ESH

NOTED
P.A. ANDERSON

RECEIVED
STATE HWY ENGR
FEB 4 '77
REFER TO
Hunter
FOR
D/R Sign Act File

LEL:mlr
cc: H.S. Coulter, State Highway Engineer
cc: FMBolton, Regional Operations
cc: Jack Osborne, Water Quality - SSD

RECEIVED
FEB 9 1977
BRIDGE SECTION

DEQ/RO-702

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
February 8, 1977

FILE:

NOTED
H. S. COULTER

FROM: R. D. Hector
Regional Maintenance Engineer

TO: Bob Ellison
Acting Bridge Design Engineer

SALEM

SUBJECT: Deadmans Pass Safety Rest Area
Possible Sewage Malfunction
Old Oregon Trail Highway
Umatilla County

Attached is a copy of a letter from the Pendleton DEQ office to Harry Oswald that advises we are required to submit a proposed strategy for a long-term solution of waste water treatment at the Deadman's Pass Rest Area by May 1, 1977.

This office does not have the expertise to recommend an acceptable solution to the problem. We are therefore requesting that your office do so for us. It further seems that the solution will be one that will require extensive modifications that would have to be undertaken by contract.

RDH:sh
Attachment

cc H. S. Coulter
D. H. Moehring w/attach
H. W. Oswald

RECEIVED
STATE HWY ENGR
FEB 9 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1979 E. Newport Ave.-Umatilla- 9034
Stanfield Hwy. (Hermiston) Sec.,
SE 4th St. (Grading & paving)

C&A 6403 1-23-78

PE - [illegible]

cc 1823 $1,190

City Forest Tree Removal App's 6-1-78

$4000 403-1056-903-01

City will pay matching funds [illegible] tree removal [illegible] city did work)

$3450 -- Fed Fund App'd [illegible]

7290

430-1056-903-01 Trees

PE

[illegible] full sized

GCA Funds

F
Apr 14, 1981

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-3-81	CC 81-66		330-1930-295 330-1067-295

BILL TO: Code:

City of Hermiston
City Hall
Hermiston, Oregon 97838
Attn: L. T. Harper - City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: S.E. Newport Avenue-Umatilla/Stanfield Highway Section on S.E. 4th Street. This is an OFF SYSTEM Project No. SOS-3002(1)			
SCA Funds			$ 25,000.00
SOS Funds			64,500.00
City Advance Deposit			106,500.00
City's Share of Tree Removal			569.20
			$196,569.20
Less Cost of City Portion			195,307.25
REFUND DUE CITY			$ 1,261.95
(Please attach itemized statement with billing)			

(Includes $25,000 SCA Funds)

Advance Deposit Amount	$ 131,500.00
Advance Deposit Previously Transferred to Highway Fund	$ 110,500.00
Balance	$ 21,000.00
Transfer to Highway Fund	$ 19,738.05
Refund Due	$ 1,261.95
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 2053

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 11/4/81

CITY HERMISTON **Contract No.** 9034 **Date Completed** 6-2-80

PROJECT # SOS-3002(1) **Section** SE Newport Ave.-Umatilla/Stanfield Hwy.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
PE	$ 12,793.65
Tree Removal	4,000.00
Construction	
Payment to Contractor	$188,835.03
Engineering	20,974.99
Audit	35.44
TOTAL PROJECT COST	$226,639.11
Less State Drain Cost	31,331.86
COST OF CITY PORTION	$195,307.25
City's Share of Costs:	
Funds for Project	
SCA Funds	$ 25,000.00
SOS Funds	64,500.00
City Advance Deposit for Construction	106,500.00
City Share of Tree Removal	569.20
	$196,569.20
Less Cost of City Portion	195,307.25
REFUND DUE CITY	$ 1,261.95

Reference: **Billing Form** CC 81-66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Newport Ave.-Umatilla/Stanfield Hwy. (Hermiston) City St. in Umatilla County					
	Preliminary Engineering	All Required			$ 8,499.48	
	Total Participating Preliminary Engineering				$ 8,499.48	
	Construction Type Code 6201 Roadway (Sta. 2+00 To Sta. 20+95)					
	Final Contract Payment Summary	Lump Sum			62,701.64	
SFO	#1 City of Hermiston (Remove Trees)	All Required			4,000.00	
	Total Participating Construction Engineering				$ 66,701.64	
	Total Participating Cost				$ 75,201.12	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			126,069.80	
	Interest on Final Payments	All Required			63.59	
	Audit Expense	All Required			35.44	
	Construction Engineering	All Required			20,974.99	
	Preliminary Engineering (State)	All Required			4,294.17	
	Total Nonparticipating Cost				$151,437.99	
	Total Project Cost				$226,639.11	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/15/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. S06-2002(1)

PROGRAM APPROVED

VOUCHER PERIOD
From: 5/22/78 To: 4/14/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			Federal Funds Limited		
$ 12,793.65 209,845.46 4,000.00	$ 8,499.48 62,701.64 4,000.00	85.77% 85.77% 85.77%	$ 7,290.00 53,779.20 3,430.80	$ 7,290.00 53,779.20 3,430.80	$ 0.00 0.00 0.00
$226,639.11	$75,201.12	85.77%	$64,500.00	$ 64,500.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		10/1/81

V.E. Shaag, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                                                                              SEPTEMBER 1981        PAGE  556
TOTAL TO DATE JOB COST SUMMARY                                                   FISCAL            GRAND TOTAL
                                                                              YEAR TO DATE          TO DATE
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH

                                                                                                              STATE
 SE NEWPORT AVE UMTLA-STNFL HY CONT NO     * FA PROJ NOS SOS 002001 100                           890.00
                              330   1930      295       00 N 9     1,037.74        1,037.74      7,142.26CR
                              330   1930      296       00 N 9     1,037.74CR      1,037.74CR    6,252.26
                              330   1930      298       00 N 9                     2,134.76CR    5,455.68
                              330   1930      901       00 P 1                                   3,473.27
                              330   1930      905       00 P 1                                       2.40
                              330   1930      907       00 P 1                                     372.48
                              330   1930      909       00 P 1                                     960.47
                              330   1930      910       00 P 1                                     174.66
                              330   1930      911       00 P 1                                     738.10
                              330   1930      913       00 P 1                                     493.97
                              330   1930      914       00 P 1                                      28.60
                              330   1930      918       00 P 1                                     147.86
                              330   1930      920       00 P 1                                     593.61
                              330   1930      921       00 P 1                                      68.00
                              330   1930      922       00 P 1                                     283.65
                              330   1930      923       00 P 1                                        .90
                              330   1930      926       00 P 1                     2,134.76CR   12,793.65
                                              TOT       P1                         2,134.76CR** 12,793.65  **
                                           ** JOB TOTALS **             **

                                                                                                              STATE
 SW 13TH UPRRXING(PENDLETON)   CONT NO       FA PROJ NOS RRP 465001 100                                  67.40CR
                              330   1933      296       00 N 9                                    67.40
                              330   1933      298       00 N 9                                      .29
                              330   1933      901       00 P 1                                    70.40
                              330   1933      905       00 P 1                                     4.20
                              330   1933      911       00 P 1                                   645.60
                              330   1933      910       00 N 1                                    74.89
                                              TOT       P1                                         645.60
                                              TOT       N1                                         720.49  **
                                           ** JOB TOTALS **             **                **
                                                                                  6.75CR           6.75CR
                              330   1934      296       00 N 9                    6.75             6.75
                              330   1934      299       00 N 9                             **               **
                                           ** JOB TOTALS **             **

                                                                                                              STATE
 UPRRXING @ FRAZER AV PENDLTN  CONT NO       FA PROJ NOS RRS 030001 100                                  72.89
                              330   1936      905       00 P 1                                   393.06
                              330   1936      906       00 P 1                                   465.95
                                              TOT       P1                                         465.95  **
                                           ** JOB TOTALS **             **               **

                                                                                                              STATE
 UPRR XING @ ORCHARD (HERMSTN) CONT NO       FA PROJ NOS RR000S028 100                                   122.36CR
                              330   1940      296       00 N 9                                   122.36
                              330   1940      298       00 N 9
                              330   1065      985       00 P 1                                                  750,251.64
                                              TOT       P1                                                          248.53
                                              TOT       N1                                             **       750,500.17  **
                                          ** JOB TOTALS **                     **
                                                                                                              STATE  16
 E NEW AVE-UMAT/STAN HWY      CONT NO 9034 * FA PROJ NOS SOS 002001  84                                 160,074.44   80     80
                              330   1067      201       00 P 1



                                                                          SEPTEMBER 1981           PAGE  191
                                                                                 FISCAL            GRAND TOTAL     ACTIVE YRS
 TOTAL TO DATE JOB COST SUMMARY                                                                      TO DATE       BEG   END
                                                                             YEAR TO DATE
 DESCRIPTION OF JOB OR DEPARTMENT   PREF X      FUNCTION   GR  CURRENT MONTH                           700.00       80    80
                              330   1067      201       00 N 1                                       27,997.00      80    80
                              330   1067      201       00 N 9                                           63.59      80    80
                              330   1067      206       00 N 1                                      109,610.00      80    81
                              330   1067      295       00 N 9                                      163,370.00CR    80    81
                              330   1067      296       00 N 9                                       53,760.00      80    80
                              330   1067      298       00 N 9                                       17,772.24      79    81
                              330   1067      900       00 P 1                        46.54        [illegible].32      80    80
                              330   1067      900       00 N 1                                     3,[illegible].51      79    81
                              330   1067      900       00 N 9                                            9.77      81    81
                              330   1067      915       01 P 1                                            5.67      81    81
                              330   1067      915       01 N 9                                           30.58      79    79
                              330   1067      920       00 P 1                                            5.82      79    79
                              330   1067      920       00 N 9                                           10.07      81    81
                              330   1067      945       00 P 1                                            1.93      81    81
                              330   1067      945       00 N 9                                           89.04      80    80
                              330   1067      950       00 P 1                                           16.96      80    80
                              330   1067      950       00 N 9                                           89.09      80    80
                              330   1067      960       00 N 1                                           16.97      80    80
                              330   1067      960       00 N 9                        46.54         177,606.14
                                              TOT       P1                                              954.00
                                              TOT       N1                                           31,331.86
                                              TOT       N9                                **   46.54  **  209,892.00  **
                                          ** JOB TOTALS **
                                                                                                               STATE
 UPRR XING @JOHNSON ST(STANFIE CONT NO        FA PROJ NOS RRP 00S036 100 RR0000S036                    5,797.94CR     80    81
                              330   1068      205       01 P 1                      10,013.97CR        6,947.37      80    81
                              330   1068      270       01 P 1                      10,013.97         51,031.97      81    81
                              330   1068      270       01 P 2                       1,397.84          1,397.84      81    81
                              330   1068      270       02 P 1                      15,264.79CR       55,581.71CR    80    81
                              330   1068      296       00 N 9                      15,264.79         55,581.71      80    81
                              330   1068      298       00 N 9     1,397.84CR        1,397.84CR          595.35      81    81
                              330   1068      900       00 P 1     1,397.84          1,397.84          8,341.75      81    81
                              330   1068      900       00 P 2                                            34.25      81    81
                              330   1068      900       00 N 1                                            31.66      80    80
                              330   1068      920       00 P 1                            6.46            12.75      81    81
                              330   1068      948       00 P 1                                           591.55      81    81
                              330   1068      950       00 P 1     1,397.51CR       10,007.51CR        3,778.58
```

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                                  TOT      P1                                                        248.55
                                  TOT      N1
                               ** JOB TOTALS **                  **                   **       750,500.17   **

                                                                                                            STATE   16
E NEW AVE-UMAT/STAN HWY      CONT NO 9034 * FA PROJ NOS SOS 002001   84                           160,074.44    80      80
                               330    1067     201       00 P 1


                                                                 SEPTEMBER 1981            PAGE  191

TOTAL TO DATE JOB COST SUMMARY                                             FISCAL          GRAND TOTAL     ACTIVE YRS
                                                                                              TO DATE       BEG    END
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE    700.00     80     80
                               330    1067     201       00 N 1                                27,997.00     80     80
                               330    1067     201       00 N 9                                    63.59     80     80
                               330    1067     206       00 N 1                               109,610.00     80     81
                               330    1067     295       00 N 9                               163,370.00CR   80     81
                               330    1067     296       00 N 9                                53,760.00     80     80
                               330    1067     298       00 N 9                   46.54        17,[illegible].24     79     81
                               330    1067     900       00 P 1                                   [illegible].32     80     80
                               330    1067     900       00 N 1                                 3,[illegible].51     79     81
                               330    1067     900       00 N 9                                   [illegible]9.77     81     81
                               330    1067     915       01 P 1                                     5.67     81     81
                               330    1067     915       01 N 9                                    30.58     79     79
                               330    1067     920       00 P 1                                     5.82     79     79
                               330    1067     920       00 N 9                                    10.07     81     81
                               330    1067     945       00 P 1                                     1.93     81     81
                               330    1067     945       00 N 9                                    89.04     80     80
                               330    1067     950       00 P 1                                    16.96     80     80
                               330    1067     950       00 N 9                                    89.09     80     80
                               330    1067     960       00 N 1                                    16.97     80     80
                               330    1067     960       00 N 9
                                               TOT       P1                       46.54       177,606.14
                                               TOT       N1                                       954.00
                                               TOT       N9                                    31,331.86
                                            ** JOB TOTALS **           **         46.54  **   209,892.00   **

                                                                                                          STATE
  UPRR XING 3JOHNSON ST/STANFIE CONT NO      FA PROJ NOS RRP 00S036 100 RR00005036             5,797.94CR    80     81
                               330    1068     205       01 P 1                  10,013.97CR    6,947.37     80     81
                               330    1068     270       01 P 1                  10,013.97     51,031.97     81     81
                               330    1068     270       01 P 2                   1,397.84      1,397.84     81     81
                               330    1068     270       02 P 1                  15,264.79CR   55,581.71CR   80     81
                               330    1068     296       00 N 9                  15,264.79     55,581.71     80     81
                               330    1068     298       00 N 9                                   595.35     81     81
                               330    1068     900       00 P 1   1,397.84CR      1,397.84CR    8,344.75     81     81
                               330    1068     900       00 P 2   1,397.84        1,397.84         34.25     81     81
                               330    1068     900       00 N 1                                    31.66     80     80
                               330    1068     920       00 P 1                                    12.75     81     81
                               330    1068     948       00 P 1                      6.46           591.55     81     81
                               330    1068     950       00 P 1                                 3,778.58
                                                                  1,397.84CR     10,007.51CR
```

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 11/4/81

CITY HERMISTON **Contract No.** 9034 **Date Completed** 6-2-80

PROJECT # SOS-3002(1) **Section** SE Newport Ave.-Umatilla/Stanfield Hwy.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
PE	$ 12,793.65
Tree Removal	4,000.00
Construction	
Payment to Contractor	$188,835.03
Engineering	20,974.99
Audit	35.44
TOTAL PROJECT COST	$226,639.11
Less State Drain Cost	31,331.86
COST OF CITY PORTION	$195,307.25
City's Share of Costs:	
Funds for Project	
SCA Funds	$ 25,000.00
SOS Funds	64,500.00
City Advance Deposit for Construction	106,500.00
City Share of Tree Removal	569.20
	$196,569.20
Less Cost of City Portion	195,307.25
REFUND DUE CITY	$ 1,261.95

Reference: Billing Form CC 81-66

NG SLIP—DEPT. OF TRANSPORTATION te: 10-6-81

Direct
Ass. Dir -Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers
Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 5]
District Number ____
Resident Engineer ____

ATTENTION: Roger Lang

FROM: Proj. Mngt.

COMMENTS: The other Hermiston project will be finalled when RR information is back.

Form 731-0022 (6-80) SP*71232-734

istex 10-6-81

:- Umatilla/Stanfield Hwy. Section

ty Hermiston

.11

82

:25 (includes $4001.00 for tree remova

A $25,000

advance deposit 1190

64,500

truction Advance deposit 106,50

$197,190

.1

569.20 (match for tree removal)

Refund to City 2,451.95

City's share of costs		$195,307.25
Less	SCA funds	25,000.00
	503 funds	64,500.00
City funds required for the project		$105,807.25

Accounting says the city must return the $19.20 billing before they can final the project. This will satisfy the records

HR.

Estimate for City of Hermiston 10-6-81
SOS-3002(1) SE Newport Ave.- Umatilla/Stanfield Hwy. Section
City Hermiston

Total project Cost	$226,639.11
State Share (Drain)	31,331.86
City Share	$195,307.25 (includes $4000.00 for tree removal)

Funds Set up project
(From SCA)
Use the

SCA	$25,000
PE advance deposit	1190
SOS	64,500
Construction Advance deposit	106,500
Total	$197,190

197,190.00
195,307.25
1,882.75
569.20 (match for tree removal)

Refund to City 2,451.95

City's share of costs		$195,307.25
Less	SCA funds	25,000.00
	SOS funds	64,500.00
City funds required for the project		$105,807.25

Accounting says the city must return the $19.20 billing before they can final the project. This will satisfy the records

[illegible]

[illegible]

State Share [illegible] 9% ([illegible]) 2'1,33

Total [illegible]

City Funds [illegible] 195,3 [illegible]

[illegible]

[illegible]

[illegible] - match for tree removal

$ 4000
3450
550

550
2,432

$ 25,000
1,190
64,500
106,500

$ 197,190 Total advance deposit
195,308 City share of project costs
$ 1,882 Refund to city
550 Return match for trees
2,432 Total Refund

MEMORANDUM 90=1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. SOS-2303(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 5/22/73 To: 4/14/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			Federal Funds Limited		
$ 12,793.65	$ 8,499.48	85.77%	$ 7,290.00	$ 7,290.00	$ 0.00
209,845.46	62,701.64	85.77%	53,779.20	53,779.20	0.00
4,000.00	4,000.00	85.77%	3,430.30	3,430.80	0.00
$226,639.11	$75,201.12	85.77%	$64,500.00	$ 64,500.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		10/1/81

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Newport Ave.-Umatilla/Stanfield Hwy. (Hermiston) City St. in Umatilla County					
	Preliminary Engineering	All Required			$ 8,499.48	
	Total Participating Preliminary Engineering				$ 8,499.48	
	Construction Type Code 6201 Roadway (Sta. 2+00 To Sta. 20+95)					
	Final Contract Payment Summary	Lump Sum			62,701.64	
SFO	#1 City of Hermiston (Remove Trees)	All Required			4,000.00	
	Total Participating Construction Engineering				$ 66,701.64	
	Total Participating Cost				$ 75,201.12	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			126,069.80	
	Interest on Final Payments	All Required			63.59	
	Audit Expense	All Required			35.44	
	Construction Engineering	All Required			20,974.99	
	Preliminary Engineering (State)	All Required			4,294.17	
	Total Nonparticipating Cost				$151,437.99	
	Total Project Cost				$226,639.11	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/15/81.					
	AMOUNT CARRIED FORWARD					

```
                                      TOT     N1
                                   ** JOB TOTALS **            **            **     1,067.53  **

SE NEWPORT AVE UMTLA-STNFL HY CONT NO       * FA PROJ NOS SOS 002001 100                          STATE
                              330    1930    295     00 N 9                          890.00
                              330    1930    296     00 N 9                        8,180.00CR
                              330    1930    298     00 N 9                        7,290.00
                              330    1930    901     00 P 1             6,428.93CR 1,161.51
                              330    1930    901     00 N 1             4,294.17   4,294.17
                              330    1930    905     00 P 1                        3,473.27
                              330    1930    907     00 P 1                            2.40
                              330    1930    909     00 P 1                          372.48
                              330    1930    910     00 P 1                          960.47
                              330    1930    911     00 P 1                          174.66
                              330    1930    913     00 P 1                          738.10
                              330    1930    914     00 P 1                          493.97
                              330    1930    918     00 P 1                           28.60
                              330    1930    920     00 P 1                          147.86
                              330    1930    921     00 P 1                          593.61
                              330    1930    922     00 P 1                           68.00
                              330    1930    923     00 P 1                          283.65
                              330    1930    926     00 P 1                             .90
                                             TOT     P1                 6,428.93CR 8,499.48
                                             TOT     N1                 4,294.17   4,294.17
                                   ** JOB TOTALS **            **       2,134.76CR** 12,793.65  **


TOTAL TO DATE JOB COST SUMMARY                                  NOVEMBER 1981        PAGE  598

                                                                    FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX     FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE

  SW 13TH UPRRXING(PENDLETON)   CONT NO       FA PROJ NOS RRP 465001 100                          STATE
                              330    1933    296     00 N 9                          67.40CR
                              330    1933    298     00 N 9                          67.40
                              330    1933    901     00 P 1                            .29
                              330    1933    905     00 P 1                          70.40
                              330    1933    911     00 P 1                           4.20
                              330    1933    950     00 N 1                         645.60
                                             TOT     P1                              74.89
                                             TOT     N1                             645.60
                                   ** JOB TOTALS **            **            **     720.49  **

                              330    1934    296     00 N 9               6.75CR      6.75CR
                              330    1934    299     00 N 9               6.75        6.75
                                   ** JOB TOTALS **            **            **             **

  UPRRXING @ FRAZER AV PENDLTN  CONT NO       FA PROJ NOS RRS 030001 100                          STATE
                              330    1936    905     00 P 1                          72.89
                              330    1936    906     00 P 1                         393.06
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                                                  ** JOB TOTALS **

  SE NEWPORT AVE UMTLA-STNFL HY CONT NO     * FA PROJ NOS SOS 002001 100                                        STATE
                                   330   1930     295      00 N 9                                   890.00
                                   330   1930     296      00 N 9                                 8,180.00CR
                                   330   1930     298      00 N 9                                 7,290.00
                                   330   1930     901      00 P 1                   6,428.93CR    1,161.51
                                   330   1930     901      00 N 1                   4,294.17      4,294.17
                                   330   1930     905      00 P 1                                 3,473.27
                                   330   1930     907      00 P 1                                     2.40
                                   330   1930     909      00 P 1                                   372.48
                                   330   1930     910      00 P 1                                   960.47
                                   330   1930     911      00 P 1                                   174.66
                                   330   1930     913      00 P 1                                   738.10
                                   330   1930     914      00 P 1                                   493.97
                                   330   1930     918      00 P 1                                    28.60
                                   330   1930     920      00 P 1                                   147.86
                                   330   1930     921      00 P 1                                   593.61
                                   330   1930     922      00 P 1                                    68.00
                                   330   1930     923      00 P 1                                   283.65
                                   330   1930     926      00 P 1                                      .90
                                                  TOT      P1                       6,428.93CR    8,499.48
                                                  TOT      N1                       4,294.17      4,294.17
                                               ** JOB TOTALS **            **       2,134.76CR**  12,793.65  **



 TOTAL TO DATE JOB COST SUMMARY                                            NOVEMBER 1981         PAGE  598

                                                                             FISCAL             GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE          TO DATE

  SW 13TH UPRRXING(PENDLETON)   CONT NO         FA PROJ NOS RRP 465001 100                                       STATE
                                   330   1933     296      00 N 9                                    67.40CR
                                   330   1933     298      00 N 9                                    67.40
                                   330   1933     901      00 P 1                                      .29
                                   330   1933     905      00 P 1                                    70.40
                                   330   1933     911      00 P 1                                     4.20
                                   330   1933     950      00 N 1                                   645.60
                                                  TOT      P1                                        74.89
                                                  TOT      N1                                       645.60
                                               ** JOB TOTALS **            **               **      720.49  **

                                   330   1934     296      00 N 9                         6.75CR      6.75CR
                                   330   1934     299      00 N 9                         6.75        6.75
                                               ** JOB TOTALS **            **               **              **

  UPRRXING @ FRAZER AV PENDLTN  CONT NO         FA PROJ NOS RRS 030001 100                                       STATE
                                   330   1936     905      00 P 1                                    72.89
                                   330   1936     906      00 P 1                                   393.06
                                                                                                    465.95
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                                                                               NOVEMBER 1981         PAGE  235
TOTAL TO DATE JOB COST SUMMARY
                                                                                  FISCAL           GRAND TOTAL      ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE         BEG    END

                                                                                                                   STATE
  HERMISTON SENUPT AVE            CONT NO      * FA PROJ NOS SOS 002001 100              19.20        3,430.80CR      80     81
                                    430   1056      598       00 N 9                     19.20CR      3,430.80        80     81
                                    430   1056      903       01 P 1                     19.20CR      3,430.80
                                                    TOT       P1                         19.20        3,430.80CR
                                                    TOT       N9                   **           **                **
                                                 ** JOB TOTALS **

                                                                                                                   STATE
  PRJECT #2 PMS 000S(-77)         CONT NO        FA PROJ NOS PMS 00S077 100            7,809.09CR     7,809.09CR      81     81
                                    433   1022      205       01 P 1                  70,281.81CR    70,281.81CR      81     81
                                    433   1022      598       00 N 9                  78,090.90      78,090.90        81     81
                                    433   1022      903       01 P 1                  70,281.81      70,281.81
                                                    TOT       P1                      70,281.81CR    70,281.81CR
                                                    TOT       N9                   **           **                **
                                                 ** JOB TOTALS **

                                                                                                                   STATE
  WASH CO BR DELINEATION          CONT NO      * FA PROJ NOS PMS 00S057 100                           4,346.34CR      78     79
                                    434   1001      598       00 N 9                                  4,346.34        78     79
                                    434   1001      903       00 P 1                                  4,346.34
                                                    TOT       P1                                      4,346.34CR
                                                    TOT       N9                   **           **                **
                                                 ** JOB TOTALS **

                                                                                                                   STATE
  WASHINGTON CO GUARDRAIL         CONT NO        FA PROJ NOS HHS 00S025 100                           3,046.20CR      79     79
                                    434   1002      598       00 N 9                                  3,046.20        79     79
                                    434   1002      903       00 P 1                                  3,046.20
                                                    TOT       P1                                      3,046.20CR
                                                    TOT       N9                   **           **                **
                                                 ** JOB TOTALS **

                                                                                                                   STATE
  WASH CO GUARDRAIL #2            CONT NO        FA PROJ NOS SRS 00S094 100                           8,672.03CR      79     79
                                    434   1003      598       00 N 9                                  8,672.03        79     79
                                    434   1003      903       00 P 1                                  8,672.03
                                                    TOT       P1                                      8,672.03CR
                                                    TOT       N9                   **           **                **
                                                 ** JOB TOTALS **

                                                                                                                   STATE
  OR ELEC RRXING SW 102ND         CONT NO        FA PROJ NOS SOS 402001 100                          44,642.37CR      79     81
                                    434   1004      598       00 N 9                                 44,642.37        79     80
                                    434   1004      903       00 P 1                                 44,642.37
                                                    TOT       P1                                     44,642.37CR
                                                    TOT       N9                   **           **                **
                                                 ** JOB TOTALS **
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X

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                                             TOT        N1
                                          ** JOB TOTALS **                  **        238.31  **  **50,736

                                                                                                            STATE  16
E NEW AVE-UMAT/STAN HWY      CONT NO 9034 * FA PROJ NOS SOS 002001  84
                                  330    1067      201     00 P 1                   97,372.80CR     62,701.64   80   81
                                  330    1067      201     00 N 1                   97,372.80       98,072.80   80   81
                                  330    1067      201     00 N 9                                   27,997.00   80   80
                                  330    1067      206     00 N 1                                       63.59   80   80
                                  330    1067      295     00 N 9                                  109,610.00   80   81
                                  330    1067      296     00 N 9                      19.20CR    163,389.20CR  80   81
                                  330    1067      298     00 N 9                      19.20       53,779.20   80   81
                                  330    1067      900     00 P 1       46.54CR     17,325.20CR                 79   81
                                  330    1067      900     00 N 1                   17,325.70       17,427.02   80   81
                                  330    1067      900     00 N 9                                    3,287.51   79   81
                                  330    1067      915     01 P 1                      29.77CR                  81   81
                                  330    1067      915     01 N 1                      29.77           29.77   81   81
                                  330    1067      915     01 N 9                                        5.67   81   81
                                  330    1067      920     00 P 1                      30.58CR                  79   81
                                  330    1067      920     00 N 1                      30.58           30.58   81   81
                                  330    1067      920     00 N 9                                        5.82   79   79
                                  330    1067      945     00 P 1                      10.07CR                  81   81
                                  330    1067      945     00 N 1                      10.07           10.07   81   81
                                  330    1067      945     00 N 9                                        1.93   81   81
                                  330    1067      948     00 N 1                      26.98           26.98   81   81



TOTAL TO DATE JOB COST SUMMARY                                                  NOVEMBER 1981       PAGE  213

                                                                                    FISCAL          GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE        BEG   END
                                  330    1067      950     00 P 1                      89.04CR                  80   81
                                  330    1067      950     00 N 1                      89.04           89.04   81   81
                                  330    1067      950     00 N 9                                       16.96   80   80
                                  330    1067      960     00 N 1                                       89.09   80   80
                                  330    1067      960     00 N 9                                       16.97   80   80
                                                   TOT        P1        46.54CR    114,857.96CR     62,701.64
                                                   TOT        N1                   114,884.94      115,838.94
                                                   TOT        N9                                    31,331.86
                                                ** JOB TOTALS **        46.54CR**       26.98  **  209,872.44  **

                                                                                                            STATE
UPRR XING @ JOHNSON ST/STANFL CONT NO      FA PROJ NOS RRP 00S036 100 RR0000S036
                                  330    1068      205     01 P 1                     188.31CR      6,986.25CR  80   81
                                  330    1068      270     01 P 1                   9,825.67CR      7,135.67    80   81
                                  330    1068      270     01 P 2                  11,708.81       52,726.81    81   81
                                  330    1068      270     02 P 1                   1,397.84        1,397.84    81   81
                                  330    1068      296     00 N 9     1,525.35CR   18,048.20CR     58,365.12CR  80   81
                                  330    1068      298     00 N 9     1,525.35     18,048.20       58,365.12    80   81
                                  330    1068      900     00 P 1                   1,397.84CR        595.35    81   81
                                  330    1068      900     00 P 2                   1,397.84        8,344.75    81   81
                                  330    1068      900     00 N 1                                      34.25    81   81
                                                                                                       31.64    80   81
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                                                 TOT      N1
                                              ** JOB TOTALS **             **        238.31  **   750,[illegible]

                                                                                                            STATE   16
                                                                                                62,701.64    80     81
 E NEW AVE-UMAT/STAN HWY      CONT NO 9034 * FA PROJ NOS SOS 002001  84           97,372.80CR
                                330    1067      201      00 P 1                  92,372.80     98,072.80    80     81
                                330    1067      201      00 N 1                                27,997.00    80     80
                                330    1067      201      00 N 9                                    63.59    80     80
                                330    1067      206      00 N 1                               109,610.00    80     81
                                330    1067      295      00 N 9                      19.20CR  163,389.20CR  80     81
                                330    1067      296      00 N 9                      19.20     53,779.20    80     81
                                330    1067      298      00 N 9        46.54CR   12,325.70CR                79     81
                                330    1067      900      00 P 1                  17,325.70     17,427.02    80     81
                                330    1067      900      00 N 1                                 3,287.51    79     81
                                330    1067      900      00 N 9                      29.77CR                81     81
                                330    1067      915      01 P 1                      29.77         29.77    81     81
                                330    1067      915      01 N 1                                     5.67    81     81
                                330    1067      915      01 N 9                      30.58CR                79     81
                                330    1067      920      00 P 1                      30.58         30.58    81     81
                                330    1067      920      00 N 1                                     5.82    79     79
                                330    1067      920      00 N 9                      10.07CR                81     81
                                330    1067      945      00 P 1                      10.07         10.07    81     81
                                330    1067      945      00 N 1                                     1.93    81     81
                                330    1067      945      00 N 9                      26.98         26.98    81     81
                                330    1067      948      00 N 1




                                                                                NOVEMBER 1981         PAGE  213
 TOTAL TO DATE JOB COST SUMMARY
                                                                                    FISCAL           GRAND TOTAL       ACTIVE YRS
                                                                                 YEAR TO DATE          TO DATE          BEG    END
 DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION   GR  CURRENT MONTH      89.04CR                          80     81
                                   330    1067       950     00 P 1                   89.04           89.04          81     81
                                   330    1067       950     00 N 1                                   16.96          80     80
                                   330    1067       950     00 N 9                                   89.09          80     80
                                   330    1067       960     00 N 1                                   16.97          80     80
                                   330    1067       960     00 N 9          46.54CR   114,857.96CR   62,701.64
                                                     TOT        P1                     114,884.94    115,838.94
                                                     TOT        N1                                    31,331.86
                                                     TOT        N9                                   209,872.44   **
                                                  ** JOB TOTALS **           46.54CR**      26.98  **

                                                                                                                STATE
 UPRR XING @ JOHNSON ST/STANFL CONT NO       FA PROJ NOS RRP 00S036 100 RR0000S036       188.31CR    5,986.25CR   80     81
                                   330    1068       205     01 P 1                    9,825.67CR    7,135.67     80     81
                                   330    1068       270     01 P 1                   11,708.81     52,726.81     81     81
                                   330    1068       270     01 P 2                    1,397.84      1,397.84     81     81
                                   330    1068       270     02 P 1                   18,048.20CR   58,365.12CR   80     81
                                   330    1068       296     00 N 9       1,525.35CR  18,048.20     58,365.12     80     81
                                   330    1068       298     00 N 9       1,525.35     1,397.84CR      595.35     81     81
                                   330    1068       900     00 P 1                    1,397.84      8,344.75     81     81
                                   330    1068       900     00 P 2                                     34.25     81     81
                                   330    1068       900     00 N 1                                     31.66     80     80
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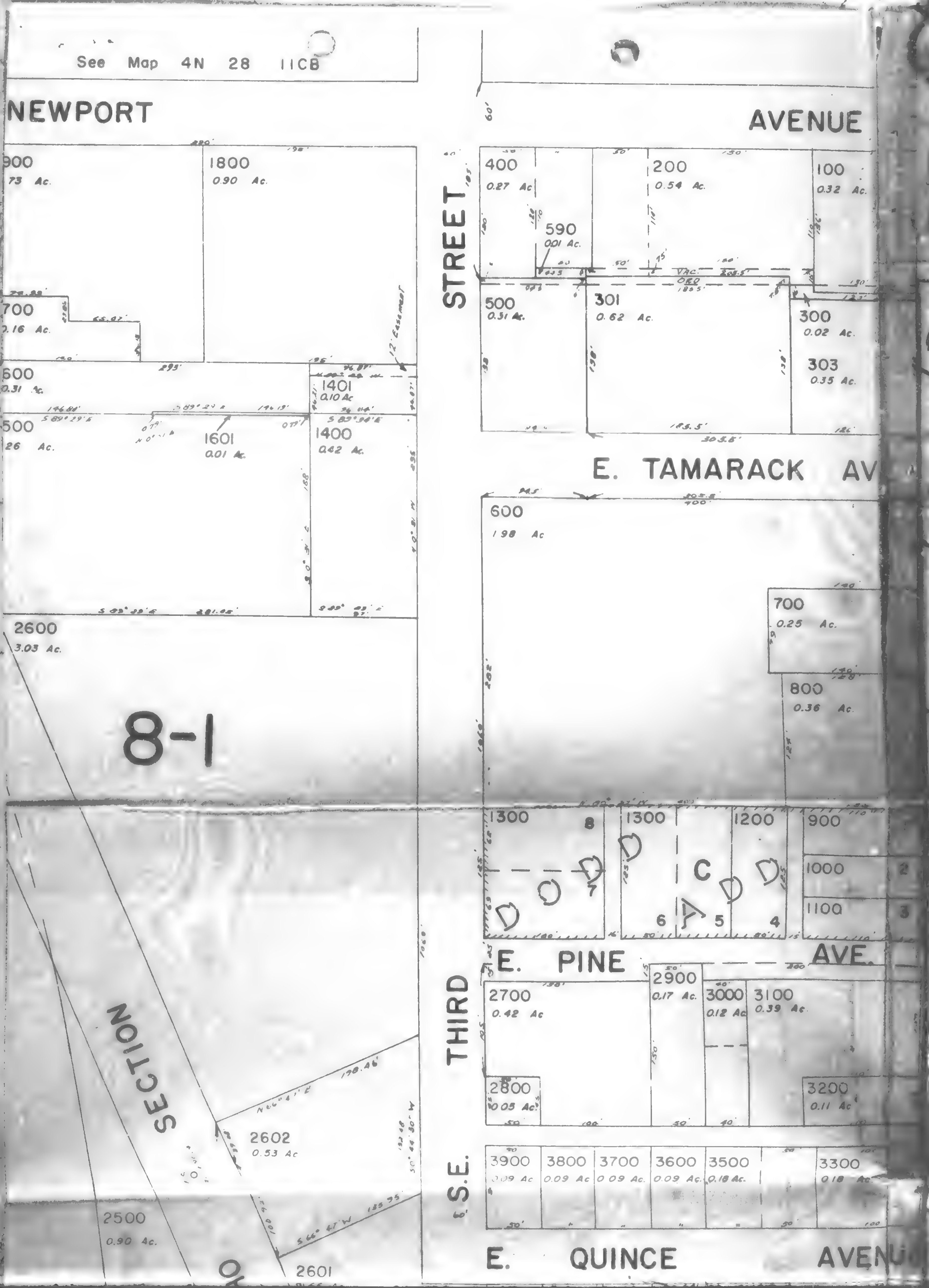
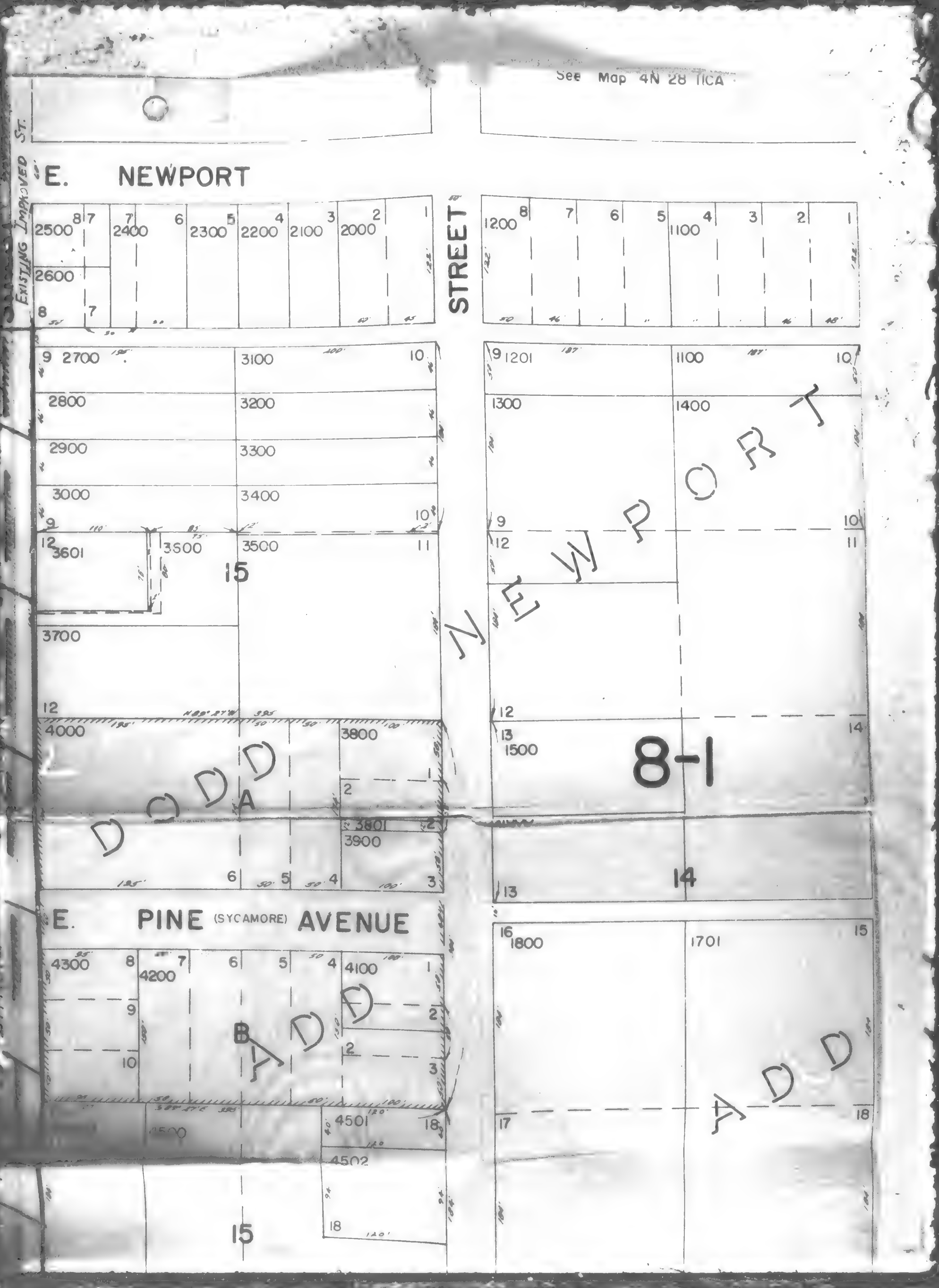
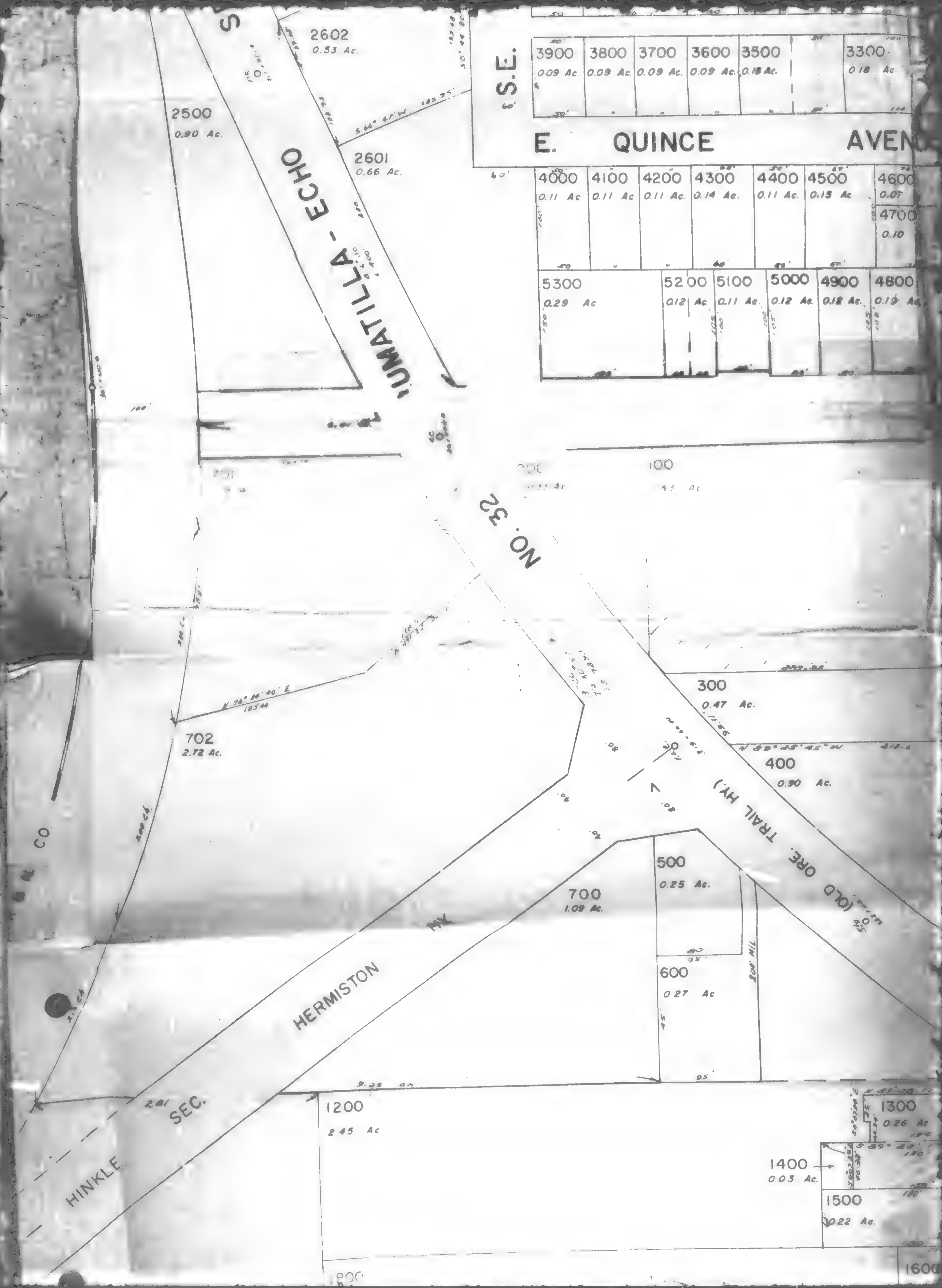
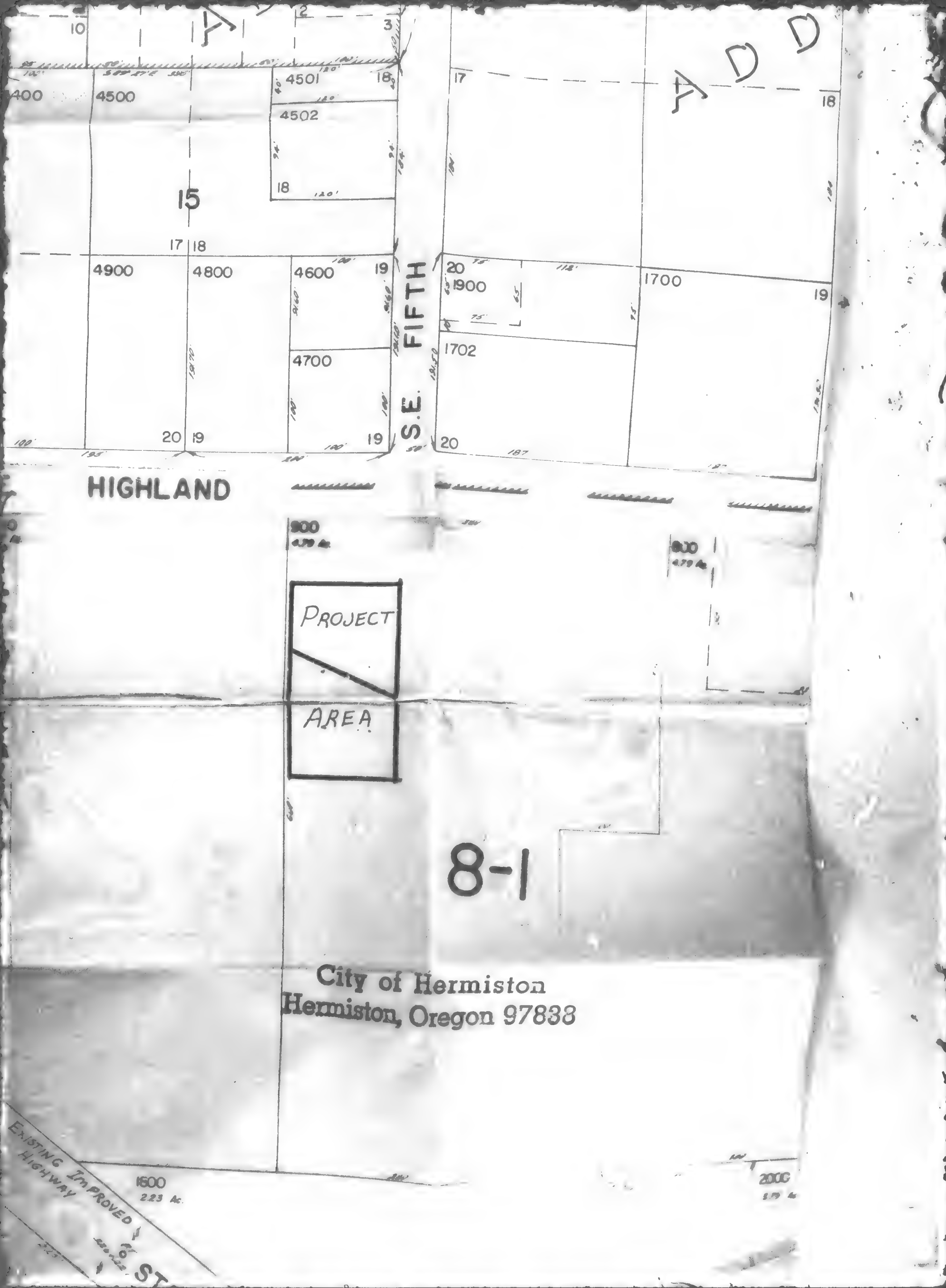

See Map 4N 28 11CB
NEWPORT
AVENUE
STREET
THIRD
E. TAMARACK AV
E. PINE AVE.
S.E.
E. QUINCE AVENU
SECTION
8-1
900
.73 Ac.
1800
0.90 Ac.
400
0.27 Ac.
200
0.54 Ac.
100
0.32 Ac.
590
0.01 Ac.
VAC.
700
0.16 Ac.
500
0.31 Ac.
301
0.62 Ac.
300
0.02 Ac.
303
0.35 Ac.
600
0.31 Ac.
1401
0.10 Ac.
12' Easement
500
.26 Ac.
1601
0.01 Ac.
1400
0.42 Ac.
600
1.98 Ac.
700
0.25 Ac.
800
0.36 Ac.
2600
3.03 Ac.
1300
1300
1200
900
1000
1100
8
7
6
5
4
C
2
3
2700
0.42 Ac
2900
0.17 Ac.
3000
0.12 Ac
3100
0.39 Ac.
2800
0.05 Ac.
3200
0.11 Ac
2602
0.53 Ac
3900
0.09 Ac
3800
0.09 Ac
3700
0.09 Ac.
3600
0.09 Ac.
3500
0.18 Ac.
3300
0.18 Ac
2500
0.90 Ac.
2601
N 60° 41' E 198.46'
S 66° 47' W 135.75
S 89° 29' E
60'



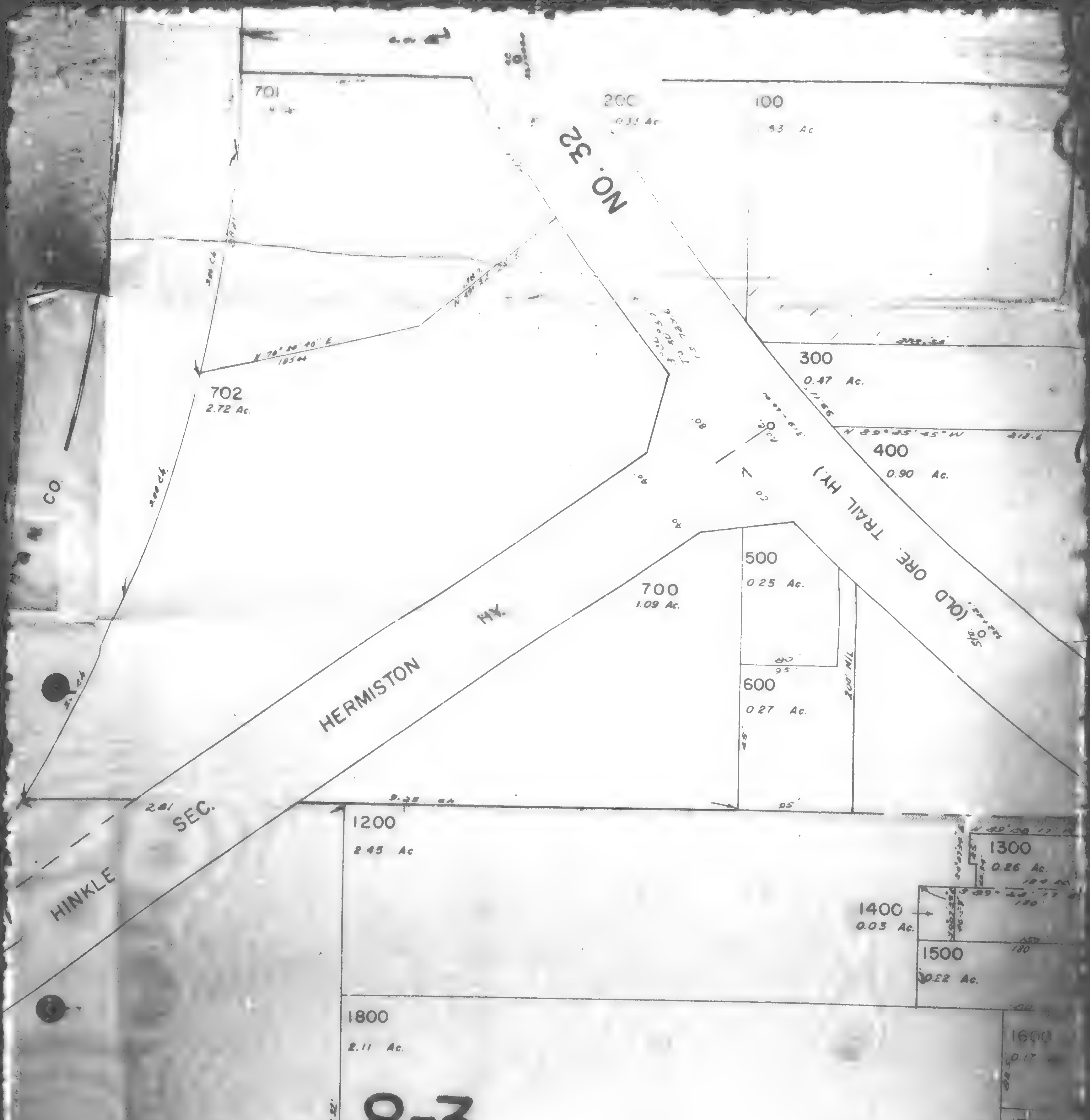
See Map 4N 28 11CA
EXISTING IMPROVED ST.
E. NEWPORT
STREET
NEWPORT
8-1
DODD
A
ADD
15
14
E. PINE (SYCAMORE) AVENUE
B
ADD
DODD ADD
15
2500
2600
2400
2300
2200
2100
2000
1200
1100
2700
2800
2900
3000
3100
3200
3300
3400
3601
3500
3500
3700
4000
3800
3801
3900
1201
1100
1300
1400
1500
4300
4200
4100
1800
1701
4501
4502
4500

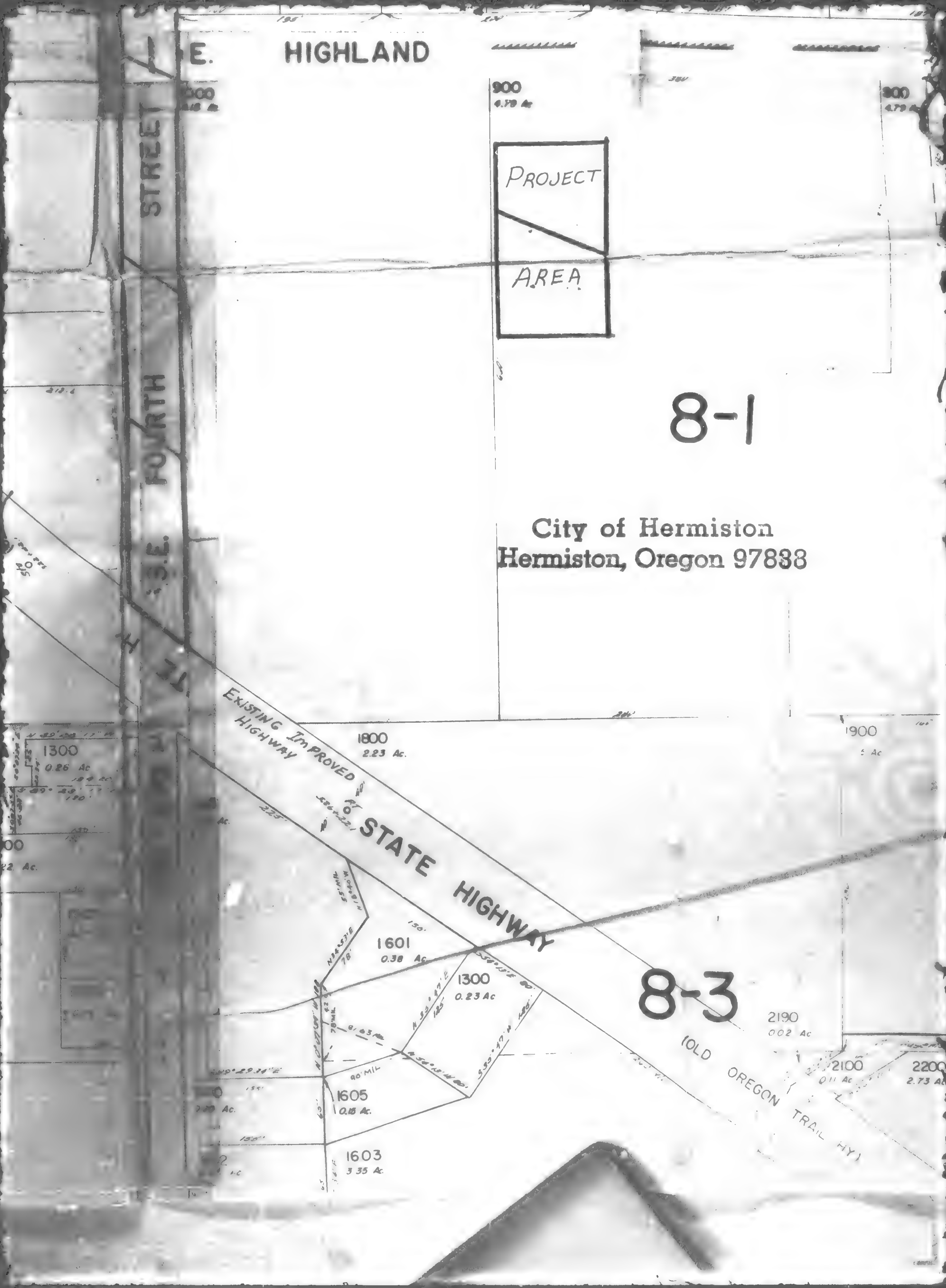


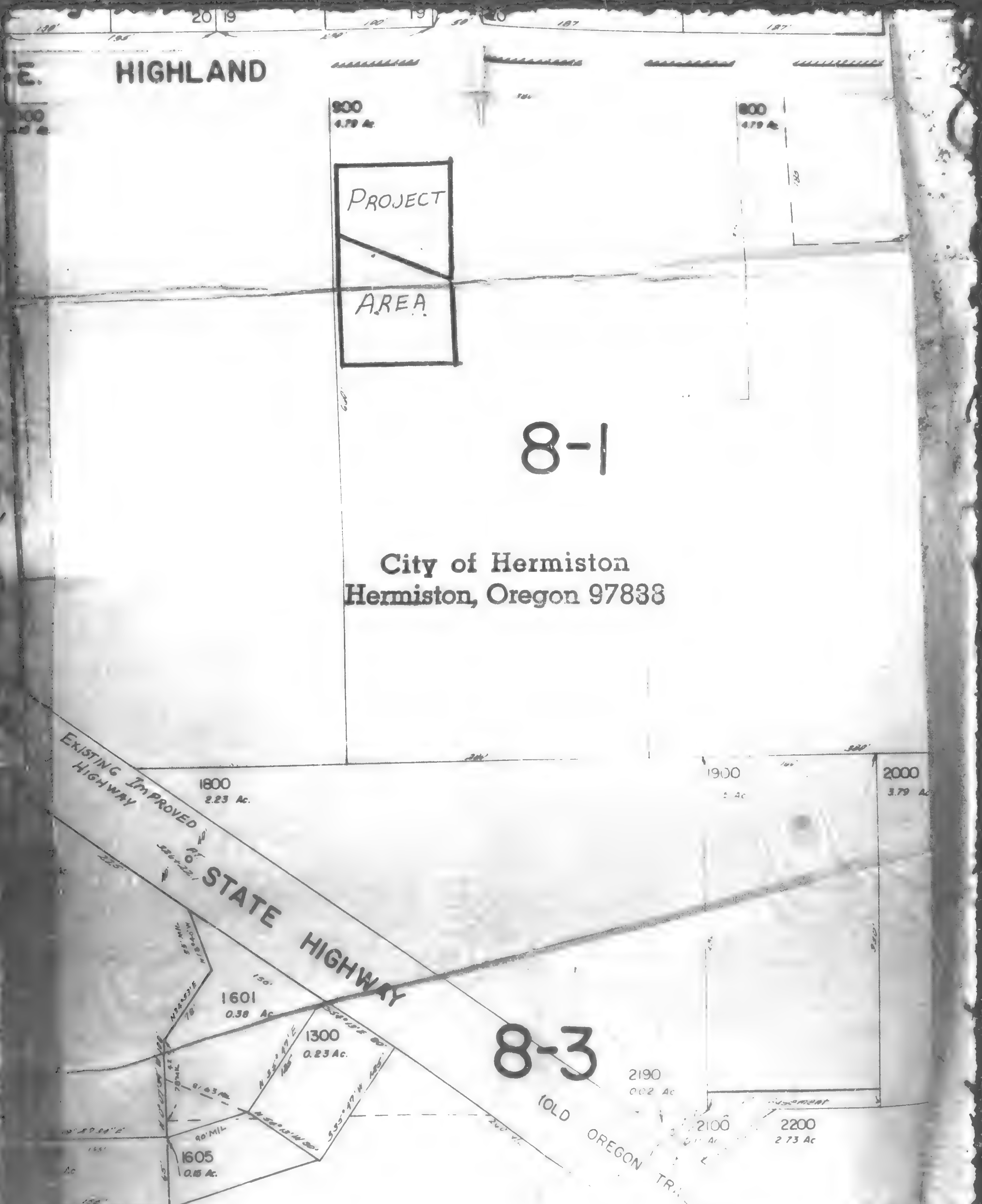
S.E.
E. QUINCE AVEN
UMATILLA - ECHO
NO. 32
(OLD ORE. TRAIL HY.)
HERMISTON
HINKLE SEC.
CO
2602
0.53 Ac.
2500
0.90 Ac.
2601
0.66 Ac.
3900
0.09 Ac
3800
0.09 Ac.
3700
0.09 Ac.
3600
0.09 Ac.
3500
0.18 Ac.
3300
0.18 Ac
4000
0.11 Ac
4100
0.11 Ac
4200
0.11 Ac.
4300
0.14 Ac.
4400
0.11 Ac.
4500
0.15 Ac
4600
0.07
4700
0.10
5300
0.29 Ac
5200
0.12 Ac
5100
0.11 Ac.
5000
0.12 Ac.
4900
0.12 Ac.
4800
0.19 Ac
100
300
0.47 Ac.
400
0.90 Ac.
702
2.72 Ac.
500
0.25 Ac.
700
1.09 Ac.
600
0.27 Ac
1200
2.45 Ac
1300
0.26 Ac
1400
0.03 Ac.
1500
0.22 Ac.
1600
1800
N 76° 34' 40" E
N 89° 25' 45" W
9.25 ch
2.81


10
A
2
3
A D D
4501
18
4500
400
4502
18
15
17 18
4900
4800
4600
19
S.E. FIFTH
20
1900
1700
19
1702
4700
20 19
19
20
HIGHLAND
900
4.79 Ac.
800
4.79 Ac.
PROJECT AREA
8-1
1600
2.23 Ac.
2000
EXISTING IMPROVED HIGHWAY
ST

City of Hermiston
Hermiston, Oregon 97838


701
200
0.3 Ac.
100
.53 Ac.
NO. 32
N 76°34'40" E
702
2.72 Ac.
300
0.47 Ac.
N 89°25'45" W
400
0.90 Ac.
(OLD ORE. TRAIL HY.)
HERMISTON HY.
700
1.09 Ac.
500
0.25 Ac.
600
0.27 Ac.
95'
CO.
HINKLE SEC.
1200
2.45 Ac.
1300
0.26 Ac.
1400
0.03 Ac.
1500
0.22 Ac.
1800
2.11 Ac.
1600
0.17
1700
1900
2.88 Ac.
660
8-3


E. HIGHLAND
S.E. FOURTH STREET
900
4.79 Ac
900
4.79 Ac
PROJECT
AREA
8-1
City of Hermiston
Hermiston, Oregon 97838
1800
2.23 Ac.
1900
5 Ac
1300
0.26 Ac
EXISTING IMPROVED HIGHWAY
STATE HIGHWAY
1601
0.38 Ac
1300
0.23 Ac
8-3
2190
0.02 Ac
(OLD OREGON TRAIL HY)
2100
0.11 Ac
2200
2.73 Ac
1605
0.16 Ac.
1603
3.35 Ac.



20
19
19
20
E. HIGHLAND
900
4.79 Ac.
800
4.79 Ac.
PROJECT
AREA
8-1
1800
2.23 Ac.
1900
2000
3.79 Ac
EXISTING IMPROVED HIGHWAY
STATE HIGHWAY
1601
0.38 Ac.
1300
0.23 Ac.
8-3
2190
0.02 Ac
(OLD OREGON TR
2100
2200
2.73 Ac
1605
0.15 Ac.
1603
3.35 A.

City of Hermiston
Hermiston, Oregon 97838

7021

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-29-81	CA 88 36		430-1056-903-01-49-1P- $19.20

BILL TO: Code:

City of Hermiston
Hermiston, Oregon 97838

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

An Overpayment was ma'e to the City of Hermiston on S.E. 4th St.-E. Newport Ave. to Hwy 395

Off-System Project #SOS-3002(1)
40 trees removed at 100 each.

FHWA Reimbursement rate should have been .8577

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
$4,000.00 x .8625 =	3450.00		
$4000.00 x .8577 =	-3430.80		
	19.20	Due OSHD	

Advance Deposit Amount $—
Advance Deposit Previously Transferred to Highway Fund $—
Balance $—
Transfer to Highway Fund $—
Refund Due $—

Amount Due $ 19.20

Submitted by: D Galida

[✓ Partial] or final request for billing

Approved:

Number of the previous request in connection with this service. —

Form 734-1191 (Rev. 1-79)

SP*35734-734

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO

Address

STATE

FEDERAL AID PROJECT NO. SOS-3002(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 5-22-78 To: 4-14-81

FINANCIAL DATA

Federal Funds Limited

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
12,793.65	8,499.48	.8577	7,290.00	7,290.00	-0-
209,845.46	62,701.64	.8577	53,779.20	53,779.20	-0-
4,000.00	4,000.00	.8577	3430.80	3,430.80	-0-
226,639.11	75,201.12	.8577	64,500.00	64,500.00	

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		
FORWARDED BY FHWA DIVISION OFFICE		

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Newport Ave. - Umatilla / Stanfield Hwy. (Hermiston)					
	City St in Umatilla County					
	Preliminary Engineering	All Required			$8,479.48	
	Total Participatory Preliminary Engineering				$8499.48	-2134
	Construction					
	Type Code 6201					
	Roadway (Sta. 2+00 to Sta. 20+95)					
	Final Contract Payment Summary	Lump Sum			$62,701.64	
	SFD #1 City of Hermiston (remove trees)	All Required			4,000.00	
	Total Participatory Construction Engineering				66,701.64	-14 53
	Total Participating Cost				$75,201.12	
	Non Participatory Cost					
	Final Contract Payment Summary	Lump Sum			126,069.80	
	Interest On Final Payments	all Required			63.59	
	Audit Expense	all Required			35.44	
	Construction Engineering	all Required			20,974.99	
	Preliminary Engineering (State)	all Required			4,294.17	
	Total Non Participatory Cost				151,437.99	
	Total Project Cost				$226,639.11	
	Prepared based on participatory cost as shown on the Federal Billing as of 10-15-81					
	AMOUNT CARRIED FORWARD					

226,639.11

121,139.11

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: Contract Accounting

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF REQUEST: 8-19-81

DATE OF ORIGINAL TRANSACTION:

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)

VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		CREW
Lump Sum	330-1471	901		163		2,134	76	330-1930	901		719	P1	2,134	76	005
					TOTAL	2,134	76					TOTAL	2,134	76	

REASON FOR THIS REQUEST:

To make transfer per request from
H. Reynoldson see attached authority for survey.
(This is the state's share of the PE costs for the storm sewer)

SOS-3002 (1)

PREPARED BY: Diane Golike

APPROVED:

Form 734-1087 (Rev. 2/80)

ACCT 7-24

Form 81-73-3139

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.E. Newport Ave.-Umatilla/Stanfield Highway

Date July 1, 1981

Highway S.E. 4th

Authorization No. 1

County Umatilla #30

Survey Prefix 330-1471 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Sta. 11+22± to 21+36±

Ref Only

Purpose of survey:

Prepare plans, specifications and estimate of cost for State storm sewer on OS City Project.

Estimate of cost:

State share of P.E. charged to prefix 330-1930
14.3% x $14,928.41 = $2,134.76

		Estimate of Cost
Field Survey	(901)	1,085
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	497
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	53
Soils and Geology	(910)	137
Traffic	(911)	25
Landscape	(912)	
Liaison	(913)	106
Utility	(914)	71
Photogrammetry	(916)	
Location Studies	(918)	4
Engr. Graphics	(919)	
Office Engineer	(920)	21
Specifications	(921)	85
Environmental	(923)	41
Foundation Exploration	(926)	
Free Bridge Design	(927)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Adm. Serv. (Eng.)	(922)	10

Total estimated cost of survey	$2,135
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

RECEIVED
JUL 2[illegible] 1981
LOCATION SECTION

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Roger C. Lang
Region Federal Aid Engineer XXXXXXXX

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*19760-734

903-

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 9034

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. SOS-3002(1)	2. COUNTY Umatilla	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work done under this contract consisted of (1) construction of roadbed widening, aggregate base and asphalt concrete pavement, (2) construction of curbs, sidewalks and driveways, and (3) performance of additional and incidental work as was called for by the specifications and plans.

Work was completed June 20, 1980 on the E. Newport Ave.-Umatilla/Stanfield Highway (Hermiston) Section of S.E. 4th Street.

5. CONTRACTOR'S NAME L. W. Vail Co., Inc.	6. CONTRACT AMOUNT $ 185,602.75

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
APR 15 '81
STATE HWY ENG
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Cy TD
4-15-81

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width varies feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
6201	0.359	varies		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer	11. DATE OF INSPECTION August 18, 1980

12. IN COMPANY WITH
Bill Ferguson, Resident Engineer, OSHD; K. Sides, FHWA Trainee

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 4-14-81	17. TITLE Field Operations Engineer	18. DATE 4

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

For C. T. Keasey
Asst. State Highway Engineer

9034

September 11, 1980

U. S. Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97208

CON 3
#9034

Gentlemen:

Contract No. 9034 awarded to L. W. Vail Co., Inc., for work on East Newport Avenue-Umatilla-Stanfield Highway in Hermiston in Umatilla County was completed on July 31, 1980, and accepted by the State Highway Division on September 8, 1980.

Final payment in the amount of $9,084.32 will be released to the contractor after September 16, 1980. The total contract amount is $188,771.46. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms
cc: L. W. Vail Co., Inc.
P. O. Box 847
Pasco, WA 99301

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

TRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

M 734-1020 (REV 7-78)

COUNTY UMATILLA

HIGHWAY CITY STREET

SECTION E NEWPORT-UMATILLA/STANFIELD(HERMSTN)

CONTRACT NO. 9034

ESTIMATE NO. 5

FEDERAL AID PROJECT NO. SOS 3002001

PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMO
001	1P MOBILIZATION	LUMP SUM	3500.0000	80.000	2800.00	28
001	9N MOBILIZATION	LUMP SUM	3500.0000	20.000	700.00	70
002	1P GENERAL EXCAVATION	CU YD	5.7500	2,204.800	12677.60	1267
003	1P TRENCH EXCAVATION	CU YD	10.0000	185.000	1850.00	18
003	9N TRENCH EXCAVATION	CU YD	10.0000	630.900	6309.00	630
004	1P WATERING	M-GAL	10.0000	106.600	1066.00	106
005	1P AGGREGATE BASE	CU YD	13.5000	1,829.900	24703.65	2470
007	1P 12-INCH SEWER PIPE	LIN FT	12.0000	842.000	10104.00	1010
008	1P 18-INCH SEWER PIPE	LIN FT	17.5000	30.000	525.00	52
008	9N 18-INCH SEWER PIPE	LIN FT	17.5000	1,036.000	18130.00	1814
009	1P EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	11.0000	118.000	1298.00	129
010	1P CONCRETE MANHOLES	EACH	1000.0000	4.000	4000.00	400
010	9N CONCRETE MANHOLES	EACH	1000.0000	2.000	2000.00	200
011	9N CONCRETE INLETS TYPE G-1	EACH	900.0000	1.000	900.00	90
012	1P SPECIAL INLETS	EACH	1000.0000	8.000	8000.00	800
013	1P CONCRETE WALKS	SQ YD	12.0000	1,547.900	18574.80	1857
014	1P CONCRETE DRIVEWAYS	SQ YD	14.0000	171.500	2401.00	240
015	1P CONCRETE CURBS	LIN FT	5.0000	3,201.900	16009.50	1600
016	1P EXTRA FOR ASPHALT APPROACHES	EACH	150.0000	6.000	900.00	90
	PRICE AGREEMENT ITEMS					
30201	1P CR TO ELIM MANHOLE STEPS	LUMP SUM	126.0000-	66.667	84.00-	13
30201	9N CR TO ELIM MANHOLE STEPS	LUMP SUM	126.0000	33.333	42.00-	
30401	1P SIDEWALK CONNECTIONS	EACH				43
30402	1P SIDEWALK CONNECTIONS	LUMP SUM	432.0000	100.000	432.00	
30501	1P CLASS "C" A.C. DOC DEL BI 6	TON	31.8500	1,716.760	54678.81	5467
30601	1N REMOVE PARTIAL INLET	LUMP SUM	700.0000	100.000	700.00	70
30701	1P ADJUSTMENT FOR OVERSIZE MANHOLE	LUMP SUM	500.0000	100.000	500.00	5
	ADJUSTMENT ITEMS					

DATE 09 08 80 PG. 01 9034

PREVIOUS VOUCHER NO.

CHECKED BY:

ENGINEER OR AUDITOR

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

NT VOUCHER

WAY DIVISION

COUNTY UMATILLA	CONTRACT NO. 9034	ESTIMATE NO. 5	PREFIX NO'S.
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO. SOS 3002001		
SECTION E NEWPORT-UMATILLA/STANFIELD(HERMSTN)			

CS
released
9/16

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ION		LUMP SUM	3500.0000	80.000	2800.00	2800.00	
ON		LUMP SUM	3500.0000	20.000	700.00	700.00	
CAVATION		CU YD	5.7500	2,204.800	12677.60	12675.88	1.72
AVATION		CU YD	10.0000	185.000	1850.00	1850.00	
AVATION		CU YD	10.0000	630.900	6309.00	6309.00	
		M-GAL	10.0000	106.600	1066.00	1066.00	
BASE		CU YD	13.5000	1,829.900	24703.65	24703.65	
EWER PIPE		LIN FT	12.0000	842.000	10104.00	10104.00	
EWER PIPE		LIN FT	17.5000	30.000	525.00	525.00	
WER PIPE		LIN FT	17.5000	1,036.000	18130.00	18147.50	17.50-
PIPE UNDER	PAVEMENT	LIN FT	11.0000	118.000	1298.00	1298.00	
ANHOLES		EACH	1000.0000	4.000	4000.00	4000.00	
ANHOLES		EACH	1000.0000	2.000	2000.00	2000.00	
NLETS TYPE G-1		EACH	900.0000	1.000	900.00	900.00	
LETS		EACH	1000.0000	8.000	8000.00	8000.00	
ALKS		SQ YD	12.0000	1,547.900	18574.80	18570.00	4.80
RIVEWAYS		SQ YD	14.0000	171.500	2401.00	2401.00	
URBS		LIN FT	5.0000	3,201.900	16009.50	16009.50	
ASPHALT	APPROACHES	EACH	150.0000	6.000	900.00	900.00	
GREEMENT ITEMS							
MANHOLE	STEPS	LUMP SUM	126.0000-	66.667	84.00-	126.00-	42.00
MANHOLE	STEPS	LUMP SUM	126.0000-	33.333	42.00-		42.00-
ONNECTIONS		EACH				432.00	432.00-
ONNECTIONS		LUMP SUM	432.0000	100.000	432.00		432.00
A.C.	DOC DEL BI 6	TON	31.8500	1,716.760	54678.81	54678.81	
RTIAL INLET		LUMP SUM	700.0000	100.000	700.00	700.00	
FOR OVERSIZE	MANHOLE	LUMP SUM	500.0000	100.000	500.00	500.00	
NT ITEMS							
PG. 01	9034	TOTAL CONTRACT ITEMS					
		% RETAINED ON CONTRACT ITEMS					
		FORCE ACCOUNT					
		TOTAL PAYMENTS					

9034

STATE OF OREGON

INTEROFFICE MEMO

TO: Dick Hacek
Assistant Controller
Attention: Jan Peterson

DATE: July 17, 1980

FROM: Roger C. Lang
Region Federal Aid Engineer

Roger C Lang

SUBJECT: Newport Ave.-Umatilla/Stanfield Highway
Project No. SOS-3002(1)
Contract No. 9034
City of Hermiston

After being informed that we could not pay the City for removing 40 trees from the project, as authorized under City Force Order #1, prefix 430-1056-903-01, because of over-expenditure, I have reviewed the project in detail and cannot find where over-payment has occurred.

The progress payments and revised estimates to complete the project are under the project authorization by $5,463.68. Unless there has been a gross error that the Resident Engineer and I are unable to detect, it is felt that something has been overlooked in credits for this project.

You will note the Highway Division identified certain portions of the contract as a State project. These items were considered by the Project Management section when advance deposit was requested from the City of Hermiston. Also, these items have been identified on the Progress Estimate and Cost Report by Group No. 9N.

In discussing the project with your people, I am uncertain if State monies have been credited to the project to cover our portion of the project. Incidentally, this should be eligible for Federal Primary monies as it is an integral part of the Hermiston-North City Limits Section which is waiting for funding. Also, there seems to be some question if $25,000 of SCA monies have been credited to the project.

I have enclosed an updated copy of the Progress Estimate and Cost Report showing the City share (SOS-3002(1)) and the State share relating to the contract authorization, copy of the Summary of Quantities from the plans showing the intent and a copy of D.E. Swan's letter of September 21, 1971 with my notes.

It is hoped this information will clear up any questions and we will reimburse the City for the tree removal under City Force Order No. 1.

RCL/vt
Enc.
cc: Hal Reynoldson
W. C. Ferguson (Ed Neilsen)

ENT BRANCH
STE ☐
[✓ PRE ☐]

LG.

Form 734-1065 9034

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Date July 16, 1980

Invoice No.

P.O. No.

State Highway Engineer
D.O.T. Building
Salem, Oregon 97310

Crew No.

Transfer SCA funds to State Highway Funds for the City of Hermiston's matching funds for the construction of the N.E. Newport Avenue-Umatilla/Stanfield Highway Section on S.E. 4th Street. Project No. SOS-3002(1)

$23,810

D E Swan
D. E. Swan

Date 7/15/80

Ref: AD 429
AD 6841
CC 1823
CC 2019

330-1736-900 (49)
330-1067-295
330-1930-295

FHWA acceptance
4-14-81

9034

L

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: E. Newport Avenue-Umatilla/Stanfield Hwy (Hermiston)

WEEK ENDING: July 11, 1980

SECTION PREFIX: 330-1067

HIGHWAY: City Street(4th St)

COUNTY: Umatilla

NAME OF JOB: E. Newport Ave-Umatilla/Stanfield Hwy

KIND OF WORK: Grading and Paving

CONTRACTOR: L. W. Vail Co.

CONTRACT NUMBER: 9034

FEDERAL AID PROJECT NUMBER: SOS-3002(1)

DATE OF CONTRACT: Sept. 28, 1979

DATE WORK STARTED: Feb. 25, 1980

ESTIMATED COMPLETION DATE: Completed June 15, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 158

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 79

PROJECT AUTHORIZATION: $ 210,772.62

EXCLUSIVE OF ENGINEERING: $ 194,059.37

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 194,059.37

ESTIMATED PERCENT: OVERRUN / UNDERRUN 100 %

ENGINEERING AUTHORIZATION: $ 16,713.25

ENGINEERING COST TO DATE: $ 16,710.00

PERCENT OF AUTHORIZATION: 100 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	DRAINAGE MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.4	0.4	1879 LF		0.4
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.4	0.4	1879		0.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2315 CY	1665 CY	1820		1800 ton
TOTAL QUANTITIES CORRECTED TO DATE	2300	1772	1879		1716
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2300	1772	1879		1716
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	N/A			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 14 1980
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This office working on the semi-final. Most of the items have been submitted for precheck. We are compiling the remainder of the data for submission. Awaiting on several certifications from the contractor to final out the job.

This will be the final report.

SIGNED Ed Neilsen LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

STATE OF OREGON
Contract Payment 378-6594

INTEROFFICE MEMO
CON 5

TO: Warren Richards
Construction Office Manager

DATE: July 2, 1980

R. D. Church by mK

FA

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9034, Work Completed June 20, 1980
Project E. Newport Ave.-Umatilla/Stanfield Hwy. (Hermiston)
Highway City Street
County Umatilla

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ____________________

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Edward Haury
John Jenkins
Donald Trout
Leo King

HA

RDH
Don H.

.125-1387

9034

B

CON 5

DATE: March 3, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
SOS-3002(1)

Contract 9034, Work Started February 22, 1980

Project E. Newport Ave. - Umatilla/Stanfield Hwy. (Hermiston)

Highway City Street

County Umatilla

RDC:mk

cc: R. D. Church

STATE COPY

1024

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER PROJECT REPORT NUMBER MODIFICATION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 11-5-79	Form Approved; O M B No. 04-R2089 State: Oregon County: Umatilla Project Number: SOS-3002(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,500	$ 193,010
Federal funds	$ 7,290	$ 64,500
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of November, 1979.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By
Assistant State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon, October 19, 1979

Federal Aid Project
No. SOS-3002(1)

E. Newport Ave.-Umatilla/Stanfield Hwy. Section
City Street in Hermiston
Umatilla County

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 14,500.00

Type Code 6201
Roadway (Sta. 2+00 to Sta. 20+95)

Mobilization	All Required (80%)		$ 2,800.00
General Excavation	2,315 Cu.Yd.	5.75	13,311.25
Trench Excavation	215 Cu.Yd.	10.00	2,150.00
Watering	55 M-gal.	10.00	550.00
Aggregate Base	1,665 Cu.Yd.	13.50	22,477.50
Class "B" Asphalt Concrete	1,800 Ton	31.85	57,330.00
12-inch Sewer Pipe	760 Lin.Ft.	12.00	9,120.00
18-inch Sewer Pipe	30 Lin.Ft.	17.50	525.00
Extra for Pipe Under Pavement	64 Lin.Ft.	11.00	704.00
Concrete Manholes	4 Each	1,000.00	4,000.00
Special Inlets	8 Each	1,000.00	8,000.00
Concrete Walks	1,290 Sq.Yd.	12.00	15,480.00
Concrete Driveways	320 Sq.Yd.	14.00	4,480.00
Concrete Curbs	3,070 Lin.Ft.	5.00	15,350.00
Extra for Asphalt Approaches	6 Each	150.00	900.00
			$157,177.75

Anticipated Items

Temporary Erosion Control	$ 100.00

Subtotal	$157,277.75
Engineering	21,232.25
Total	$178,510.00

Length of Project - - - - - 0.359 Mi.
Cost of Roadway Per Mile - $497,242.33

Summary of Funds

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 14,500	$ 7,290	$ 7,210
Roadway	178,510	57,210	121,300
Total	$193,000	$ 64,500*	$128,510

Group 1 - 84%; Group 9 - 16%; *Limited amount.
Contract No. 9034
Prefix 330-1930
Prefix 330-1067

Oregon State Highway Division
Salem, Oregon, October 19, 1979

Federal Aid Project
No. SOS-3002(1)

N.E. Newport Ave.-Umatilla/Stanfield Hwy. Section
(Nonparticipating - State Responsibility)

Drainage Work

Mobilization	All Required (20%)		$ 700.00
Trench Excavation	780 Cu.Yd.	10.00	7,000.00
18-inch Sewer Pipe	1,030 Lin.Ft.	17.50	18,025.00
Concrete Manholes	1 Each	1,000.00	1,000.00
Concrete Inlets, Type G-1	1 Each	900.00	900.00
	Subtotal		$ 28,425.00
	Engineering		3,837.00
	Total		$ 32,262.00

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-94	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-8-78	te Oregon County Umatilla Project No. SOS-3002(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., S.E. 4th St. (Hermiston)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-22-78	0.37
RIGHTS-OF-WAY		
CONSTRUCTION	5-22-78	0.37
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 8,500.00	$ 7,290.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Technical Services Engineer
(Title)
XX For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator NOV 8 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

File

Oregon State Highway Division
Salem, Oregon Oct. 26, 1978

Federal Aid Project
No. SOS-3002(1)

S.E. Newport Ave.-Umatilla/Stanfield Hwy. (Hermiston)
City St. in Umatilla County

Project Agreement Estimate

Type Code PE		
Preliminary Engineering		
Preliminary Engineering	All Required	$8,500.00
	Total	$8,500.00

Length of Project. . . . . . . 0.37 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 8,500.00	$ 7,290.00	$ 1,210.00
Retain in PS&E Status	170,000.00	57,210.00	112,790.00
Total	$178,500.00	$64,500.00	$114,000.00

Group 1 - 100%
Prefix 330-1930

1634

September 21, 1979

City of Hermiston
City Hall
Hermiston, Oregon 97838

Attn: Mr. L. T. Harper
City Manager

Gentlemen:

On September 20, 1979 a satisfactory bid was received from L. W. Vail Co. Inc., Pasco, Washington for the Newport Avenue - Umatilla/Hermiston Highway (Hermiston) Section, Safer OFF SYSTEM Road Project No. SOS-3002 (1). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$157,177.75
Temporary erosion control	100.00
4 1/2% Contingencies	7,077.50
9% Engineering	14,155.00
Est. Total Construction Cost	$178,510.25
Est. PE Costs	14,000.00
Less remaining Federal funds	-61,050.00
Less SCA Funds	-25,000.00
ESTIMATED CITY SHARE	$106,460.25

+1000

Rec'd 9/28/79 Informed Region and Ed Hawry

By rounding the City's share will be $106,300.00

65,882
207,142
Expected Completion date?
June 1, 1980

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 12, 1979.

Please make your check for $106,300.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

DES:pf
bcc w/AD # 684: Region 5 Federal Aid Specialist Roger Lang
Vern Skoeg - Please return completed AD # 684
when check is received.

HIGHWAY DIVISION - ODOT 378-6883

F I L E

September 13, 1979

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
September 20, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened September 20 on the following projects:

1. Wallowa Lake Highway @ Grande Ronde Shopping Center
   (La Grande)
   Union County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Plainview Road-Deschutes River
   McKenzie-Bend Highway, Deschutes County
   Paving (overlay)

   Same as No. 1.

3. Four Corners-White City and Brownsboro-N. Fork Little Butte Ck.
   Crater Lake and Lake of the Woods Highways
   Jackson County
   Paving (overlay)

   Same as No. 1.

4. Doherty Slide-Nevada State Line
   Warner Highway, Lake and Harney Counties
   Grading and Oiling
   Macadam surface, two 14-foot lanes

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Woodson Place-Main Street (Cottage Grove)
Goshen-Divide Highway, Lane County
Grading, Paving and Signals
14-foot lanes with a 12-foot left-turn lane. 5-foot sidewalks with curb cuts will be provided for pedestrian and bicycle use.

6. Elm Street-34th Avenue (Albany)
Albany-Junction City Highway, Linn County
Grading and paving
6-foot shoulder bikeways will be provided.

7. Deadmans Pass Safety Rest Area
Old Oregon Trail, Umatilla County
Sewer construction

Same as No. 1.

8. S. E. Newport Avenue-Umatilla/Stanfield Highway (Hermiston)
N. E. 4th Street, Umatilla County
City Street. A 5.5-foot sidewalk with ramps will be provided for pedestrian and bicycle use.

9. Molalla River (Goods) Bridge
Canby-Marquam Highway, Clackamas County
Structure
4-foot to 6-foot shoulders provided on approaches with 6-foot shoulders on structure.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

10. Battle Creek-N. Jefferson Interchange
Pacific Highway, Marion County
Grading and paving
10-foot shoulders provided.

Same as No. 9.

RS:ge
cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9034

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO.: SOS-8002(1)

STATE [illegible]ECT NO.: See below

COUNTY NAME: Umatilla

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80286

FROM: G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED: 5-22-78

DATE AUTHORIZATION EFFECTIVE: 8-29-79

FEDERAL ROUTE NUMBER: Non Federal-aid

STATE ROUTE NUMBER: City STreet

GENERAL LOCATION: SE Newport AVenue - Umatilla/STanfield Highway

1-78
[illegible]

RECEIVED
STATE HWY ENG.
SEP [illegible] 79
REFER TO
[illegible]
FOR

GENERAL DESCRIPTION OF WORK: Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 8-21-79 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE: 8-29-79

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCK OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1

Hermiston

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/22/79
Donald L. Rout

9-20-79 Bid Letting ______ All Clear Deadline

SECTION SE NEwport-Umatilla/Stanfield Hwy.
Highway Hermiston City Sts.
County Umatilla Region 5
Type of Work G-P Funds City/Full
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	Statewide.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

August 17, 1979

Tom Harper
City Manager
City of Hermiston
City Hall
Hermiston, OR 97838

Dear Tom:

RE: Final Preliminary Estimate, E. Newport Ave-Umatilla/Stanfield Highway Section, S. E. 4th Street

Enclosed is a copy of the final preliminary estimate for the S. E. 4th Street project from E. Newport Avenue to the Umatilla/Stanfield Highway.

As you know, the project includes some work which will be the responsibility of the Highway Division. For clarity I have highlighted in orange the items and cost pertaining to your project.

We have moved the project up to the September 20 bid opening.

Do not hesitate to call me if you have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Engineer

RCL:ph
Enc.
cc D. E. Swan
W. C. Ferguson
Ed Neilson

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 20 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Form 734-3122

Section E. Newport Ave-[illegible] Programming Estimate $ ____

Highway City Streets Project Length ____

County 9034 Umatilla Completion Time ____

Kind of Work Grade & Pave Est. Comp. Date ____

Prefix 330-1930 Letting Date ____ Project No. ____

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 8-15-79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel information
Utilities
Metropolitan
[✓ Region Number 5]
District Number ____

ATTENTION: Roger Lang

FROM: Proj. Mngt.

COMMENTS: Please inform the city,

SP*70462-734

Form 731-0022 (7/78)

ONSTRUCTION AUTHORIZATION

Contract Amount . . . . $ 166,863.75 (198,268.75)

✓ 100

$ ____

Mobilization
80% City
20% State

Subtotal	166,963.75	$(198368.75)
Contingencies (4-1/2%)	7513.37	8924.59
Engineering (8, 9, 10%)	15,026.74	17853.19
~~Subtotal~~ City share		$
~~Credit for~~		Total Project
Estimated Net Authorization, Construction	$ 189,503.86	$ 225,148.53

Federal Funds Available $64500.00
Less City tree removal 3453.00
Remaining Federal Funds $61,050.00

Est. P.E. Costs	$ +13,000.00
Less Federal funds	$ -61,050.00
Less SCA Funds	$ -25,000.00
Est. city share	$ 116,453.86

APPROVED

Roger Lang said OK 11/3/79

Road Design Engineer

```
                                                                                              JULY 1979          PAGE  477
TOTAL TO DATE JOB COST SUMMARY
                                                                                               FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR   CURRENT MONTH         YEAR TO DATE             TO DATE
                                    330   1928        298     00 N 9                                              19,6[illegible].00
                                    330   1928        901     00 P 1                                              10,7[illegible].93
                                    330   1928        904     00 P 1                                                  461.69
                                    330   1928        905     00 P 1                                                3,717.68
                                    330   1928        906     00 P 1                                                2,402.11
                                    330   1928        909     00 P 1                                                1,431.53
                                    330   1928        910     00 P 1                                                  5[illegible]0.67
                                    330   1928        911     00 P 1                                                1,[illegible].15
                                    330   1928        913     00 P 1                                                  142.60
                                    330   1928        914     00 P 1                                                  878.17
                                    330   1928        920     00 P 1                                                  [illegible].86
                                    330   1928        921     00 P 1                                                1,743.65
                                    330   1928        923     00 P 1                                                  663.[illegible]
                                                      TOT        P1                                                24,3[illegible].34
                                                   ** JOB TOTALS **               **                   **          24,334.34  **

                                                                                                                               STATE
 SE NEWPORT AVE UNTLA-STNFL HY CONT NO         FA PROJ NOS SOS 002001 100
                                    330   1930        295     00 N 9                                                  800.00
                                    330   1930        296     00 N 9                                                8,1[illegible]CR
                                    330   1930        298     00 N 9                                                7,2[illegible].00
                                    330   1930        901     00 P 1                                                7,5[illegible].94
                                    330   1930        905     00 P 1      2,258.72             2,258.72             2,[illegible]7.72
                                    330   1930        910     00 P 1        267.07               267.07               5[illegible]3.47
                                    330   1930        911     00 P 1                                                  179.66
                                    330   1930        913     00 P 1                                                   7[illegible]
                                    330   1930        914     00 P 1                                                  435.49
                                    330   1930        918     00 P 1                                                   15.40
                                    330   1930        920     00 P 1                                                   73.94
                                    330   1930        922     00 P 1                                                    9.06
                                    330   1930        923     00 P 1                                                  169.83
                                                      TOT        P1       2,525.79             2,525.79            12,723.50
                                                   ** JOB TOTALS **       2,525.79  **         2,525.79  **        12,723.50  **

                                                                                                                  00   STATE
 SW 13TH [illegible]XING(PENDLETON)    CONT NO       FA PROJ NOS RRP 466001 100
                                    330   1933        296     00 N 9                                                   67.14CR
                                    330   1933        298     00 N 9                                                   67.14
                                    330   1933        905     00 P 1                                                   70.40
                                    330   1933        911     00 P 1                                                    4.20
                                                      TOT        P1                                                    74.60
                                                   ** JOB TOTALS **               **                   **              74.60  **

                                                                                                                  00   STATE
 PENDLETON RR UXING, SW 4TH ST   CONT NO          FA PROJ NOS RCS 496001 100
                                    330   1934        296     00 N 9                                                   48.72CR
                                    330   1934        298     00 N 9                                                   48.72
                                    330   1934        905     00 P 1                                                   54.13
                                    330   1934        923     00 P 1         36.83                36.83                36.83
```

Section N.E. Newport Ave-[illegible] Programming Estimate $ ______

Highway City Street Project Length ______

County Umatilla Completion Time ______

Kind of Work Grade & Pave Est. Comp. Date ______

Prefix 330-1930 Letting Date ______ Project No. ______

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $166,863^{75} $ ($198,268^{75})

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.) ✓		
Temporary Erosion Control	100	
State Furnished ______		$ 100
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		

Subtotal 166,963^{75} $ (198368^{75})

Contingencies (4-1/2%) . . . . . . 7513.^{37} 8924^{59}

Engineering (8, 9, 10%) . . . . . . 15,026^{74} 17853^{19}

~~Subtotal~~ $

City share

Total Project

Federal Funds Avaliable $64500.00

Less City tree removel 3453.00

~~Credit for~~ Remaining Federal Funds $61,050^{00}

Estimated Net Authorization, Construction . . . . . $ 189,503^{86} $ 275,148^{53}

APPROVED

Est. P.E. Costs $ +13,000.00

Less Federal funds $ -61,050.00

Less SCA Funds $ -25,000.00

Est. city share $ 116,453^{86}

______

Road Design Engineer

Section N.E. Newport Ave-[illegible] Programming Estimate $ ________

Highway City Street Project Length ________

County Umatilla Completion Time ________

Kind of Work Grade & Pave Est. Comp. Date ________

Prefix [illegible] Letting Date ________ Project No. ________

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 198,268 75

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.) . . ✓		
Temporary Erosion Control	100	
State Furnished ________		$ 100
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
________		
________		
________		
________		
________		
Subtotal		$ 198368 75
Contingencies (4-1/2%)		8924 59
Engineering (8, 9, 10%)		17853 19
~~Subtotal~~		$
~~Credit for~~ ________		
Estimated Net Authorization, Construction		$ 225,148 53

APPROVED

____

Road Design Engineer

Section N.E. Newport Ave-U[illegible]lla/Stanfield Hwy() Programm Estimate $

Highway City Street Project Length

County Umatilla Completion Time

Kind of Work Grade & Pave Est. Comp. Date

Prefix 330-1930 Letting Date Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION 166,6[illegible]3

Estimated Contract Amount . . . . $(198,868.75

Anticipated Additional Items:

Royalty Payment. . . . .

Permit Fees . . . .

Slide Correction . . . .

Railroad Protective Costs . . . . . .

Other Railroad Costs . . . .

Permanent Signing . . . .

Permanent Pavement Striping . . . .

Temporary Pavement Striping . . . .

Remove Pavement Striping (Exist. & Temp.) ✓

Temporary Erosion Control 100

State Furnished

Roadside Seeding & Mulching . . . . .

Asphalt Cement Adjustment . . . . .

On the Job Trainees . . . .

State Responsibility for Damages . . .

Signal Controller Testing (Engineering) . .

Bikeway Signs . . . .

Furnish Mailbox Posts . . . .

Adjust Utilities:

$ 100

Subtotal [illegible] $ 198,968.75

Contingencies (4-1/2%) . . . . 7,5[illegible] 8,924.57

Engineering (8, 9, 10%) . . . . 15,0[illegible] 17,553.19

~~Subtotal~~ $

~~Credit for~~

Estimated Net Authorization, Construction . . . . . . 189,90[illegible] $ 225,148.53

APPROVED

Road Design Engineer

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of

Date

Section SE Newport Ave - Umatilla/Stanfield Hwy (Hermiston)

County

Kind Of Work

Length

Name Day

No	Item	Code	Unit	Quant.	Unit Cost	CITY Total
	Mobilization (8%)		All	All		11,200 (14000)
	General Excavation		Cu. Yd.	2315	5.00	11575-
	Trench Excavation		Cu. Yd.	215 (995)	10.00	2150 (9950-)
	Watering		M-Gal	55	10.00	550-
	Aggregate Base		Cu Yd.	1665	9.25	15401.25
	Class "B" Asphalt Concrete		Ton	1800	24.00	43,200
	12-inch Sewer Pipe		Lin Ft	760	15.00	11,400
	18-inch Sewer Pipe		Lin Ft	30 (1060)	18.50	555 (19,610)
	Extra for Pipe Under Pavement		Lin Ft	64	20.00	1280
	Concrete Manholes		Each	4 (5)	1200.00	4800 (6000)
	Concrete Inlets, Type G-1		Each	0 (1)	550.00	0 (550)
	Special Inlets		Each	8	1000.00	8000
	Concrete Walks		Sq Yd	1290	16.75	21607.50
	Concrete Driveways		Sq Yd	320	25.00	8000
	Concrete Curbs		Lin Ft	3,070	8.50	26095-
	Extra for Asphalt Approaches		Each	6	175.00	1050

54

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
August 8, 1979

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: Project Specifications
S.E. Newport-Umatilla/Stanfield
Highway (Hermiston) Sec.
City Street (S.E. 4th St.)
Umatilla County

SALEM

Enclosed is one set of plans for the above subject project, which have been approved "As Noted" by the City of Hermiston. Mayor Gray and City Manager Harper have requested this project proceed towards contract letting on September 20, 1979, based on noted revisions and estimate of cost dated 7-27-79.

In the interest of obtaining the best possible quality of project with the least engineering cost, it is requested we develop project specifications including, but not necessarily limited to, the following items:

Compaction of subgrade and aggregate base, specify minimum weight of roller, rolling shall continue until no deflection or movement is noticable, to the satisfaction of the engineer.

Specify class "B" A. C., Commercial Mix.

Compaction of "B" A. C., specify minimum weight of roller, minimum number of passes, rolling shall continue until roller marks are not visible, to the satisfaction of the engineer.

Specify Commercial Mix Concrete for catch basins, manhole bases, curbs, side walks and driveways in manner which has been acceptable on other Federally funded projects.

These items have been discussed with Dave Carter, FHWA Area Engineer.

Plans revised accordingly.
8-9-79

RCL:ph
Enc.
cc Tom Harper
D. E. Swan
Jack Sullivan
Don Haynes
Ed Nielson

RECEIVED
AUG 09 1979
ROAD DESIGN SECTION

Versteeg
Andersen
Christensen
Olson
Sullivan Copy
Terpin
Trout
Wekerlig

Do Not File ☐
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Bring Up / /
Action

REFERRED TO
Beard ✓ Stoudenmeyer DNJ
Cole Semple
Eriksen Watson
Hager Dorn Leu
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

9034. D.E. S

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Details
2B	Pipe Data
3,4	Plan & Profile

Temp. Prot. & Direction Of Traffic Will Be Written In Special Provisions.

STATE OF

DEPARTMENT OF T

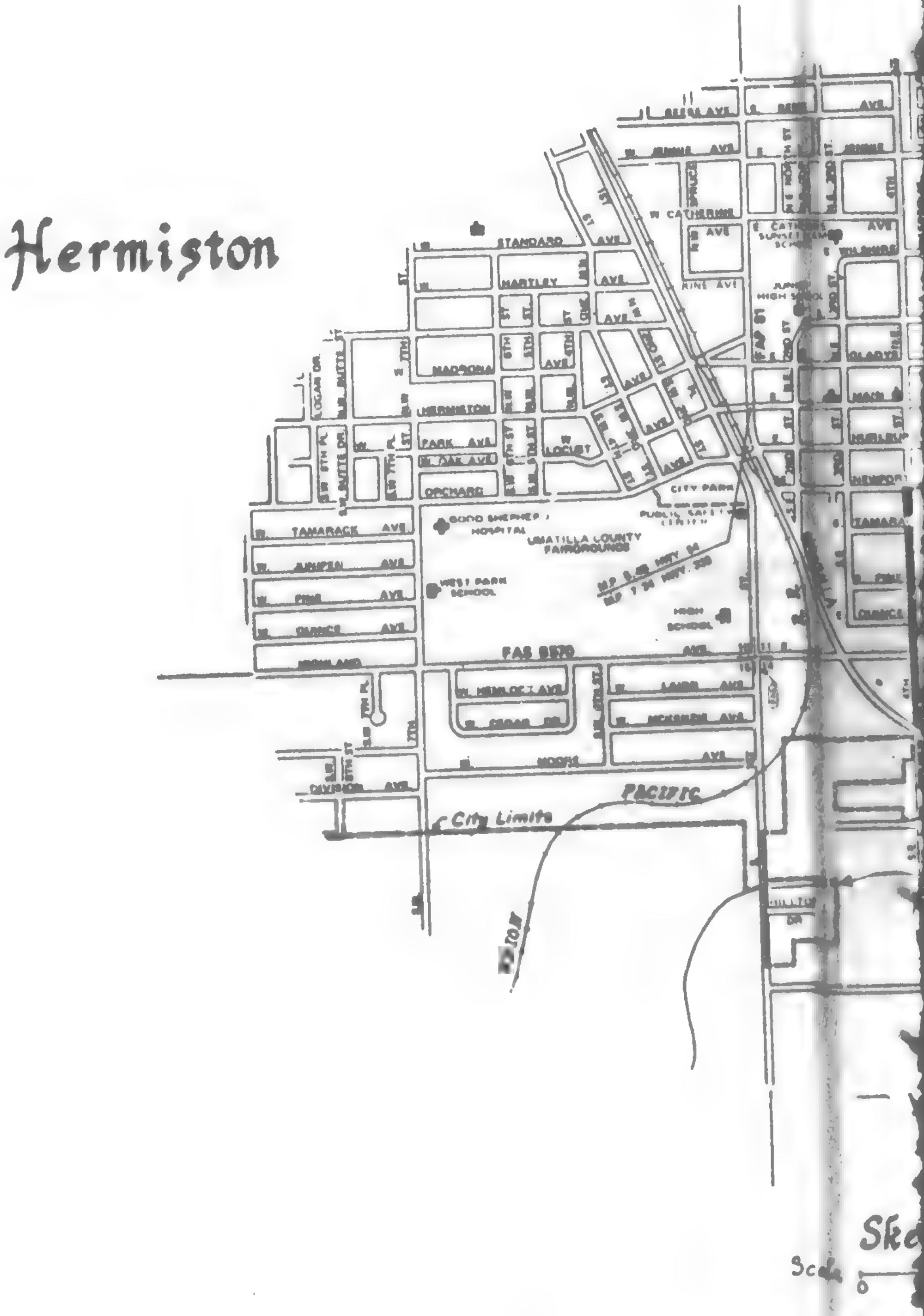
STATE HIGHWA

PLANS FOR PROPO

S.E. NEWPORT AVE.-UMATILLA/STANFIE

CITY STREET (S

UMATILLA C


Hermiston
STANDARD AVE
HARTLEY AVE
MADRONA
HERMISTON
PARK AVE
W OAK AVE
ORCHARD
W LOCUST
W CATHERINE
E CATHERINE
JUNIOR HIGH SCHOOL
CITY PARK
PUBLIC SAFETY CENTER
GOOD SHEPHERD HOSPITAL
UMATILLA COUNTY FAIRGROUNDS
WEST PARK SCHOOL
HIGH SCHOOL
W TAMARACK AVE
W JUNIPER AVE
W PINE AVE
W QUINCE AVE
HIGHLAND
FAS 8570
W HEMLOCK AVE
W CEDAR DR
LAIRD AVE
MCKENZIE AVE
MOORE AVE
DIVISION AVE
GLADYS
MAIN
HURLBURT
NEWPORT
TAMARACK
PACIFIC
City Limits
Ske
Scale 0

APPROVED BY

CITY OF HERMISTON

/s/ L.P. Gray
MAYOR

/s/ Robert D. Irby
RECORDER

DATE 8/6/79
(AS NOTED)

S.E. NEWPORT AVE.–UMATILLA/STANFIELD HWY. (HERMISTON) SEC. CITY STREET (S.E. 4TH ST.) UMATILLA COUNTY				SHEET No 1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

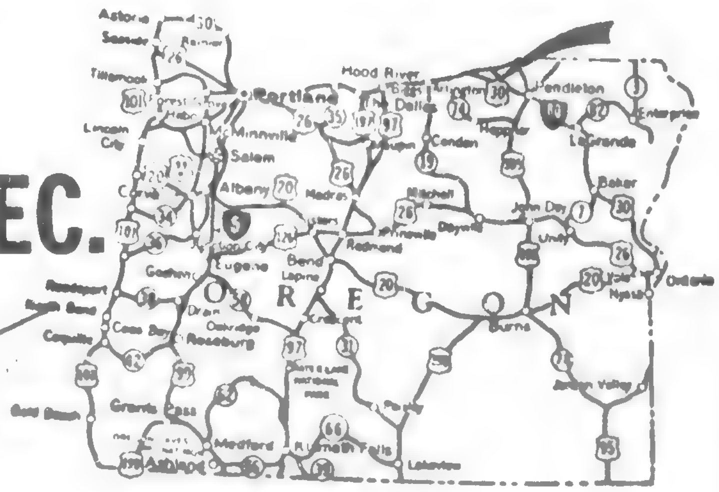
SOS

PRELIMINARY COPY
AUG 3 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

TE OF OREGON
T OF TRANSPORTATION
HIGHWAY DIVISION

S FOR PROPOSED PROJECT

ANFIELD HWY. (HERMISTON) SEC.
STREET (S.E. 4TH ST.)
UMATILLA COUNTY


Astoria
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Rainier
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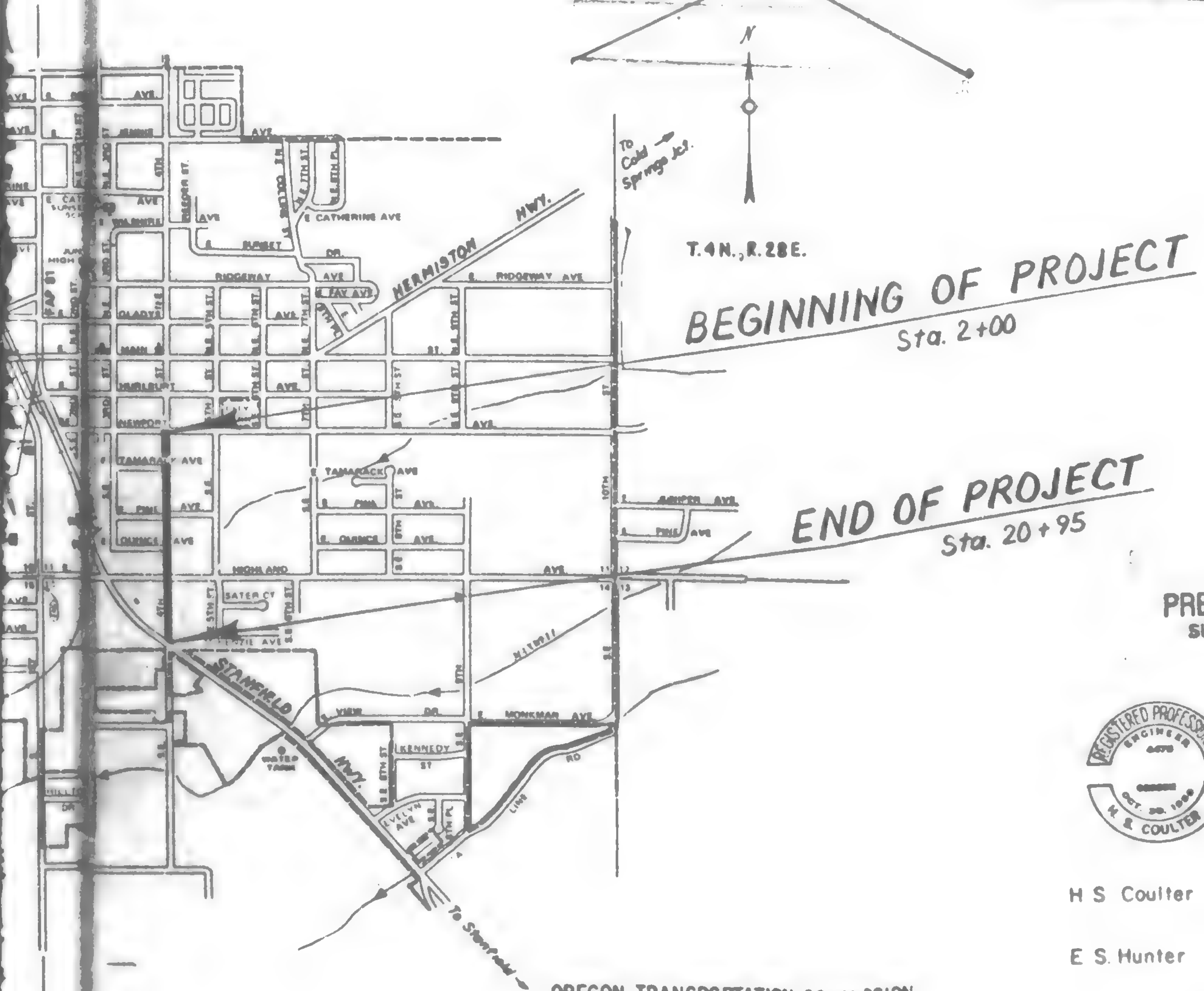
Portland
Hood River
The Dalles
Pendleton
Enterprise
Lincoln City
McMinnville
Salem
Albany
Madras
Condon
La Grande
Baker
Newport
Corvallis
Mitchell
John Day
Prineville
Unity
Eugene
Bend
Redmond
Reedsport
Coos Bay
Coquille
Drain
Roseburg
Burns
Ontario
Nyssa
Jordan Valley
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N


N
To Cold Springs Jct.
HERMISTON HWY.
T.4N., R.28E.
BEGINNING OF PROJECT
Sta. 2+00
END OF PROJECT
Sta. 20+95
E. CATHERINE AVE
SUNSET
RIDGEWAY AVE
E. RIDGEWAY AVE
FAY AVE
GLADYS
MAIN
HURLBURT
NEWPORT
AVE
TAMARACK AVE
E. TAMARACK AVE
PINE AVE
QUINCE AVE
HIGHLAND
JUNIPER AVE
SATER CT
STANFIELD HWY.
VIEW DR.
E. MONKMAN AVE
KENNEDY ST
EVELYN AVE
WATER TANK
LINE RD
To Stanfield

Sketch Map

Scale 0 800 1600 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER

E. S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

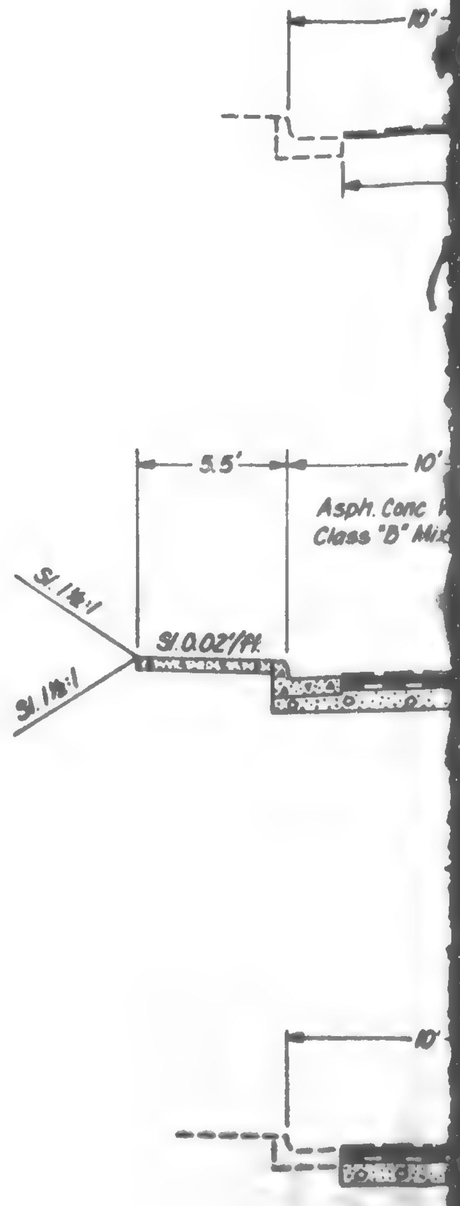
APPROVED

DISTRICT ENGINEER — DATE

S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
Mobiliz. etc.	All	All		
General Excavation	C.Y.	2315		
Trench Excavation	C.Y.	214		
Finishing Rdbd & Slopes	All	All		
Watering	M.Gal.	44		
Aggregate Base	Ton	2515		
Asph. Conc. Mixture	Ton	1525		
Asphalt in Mixture	Ton	100		
Asphalt in Tack Coat	Ton	1.25		
12-Inch Sewer Pipe	Lin. Ft.	762		
Concrete Manholes	Each	4		
Special Concrete Inlets	Each	8		
P.C. Concrete Walks	Sq. Yd.	1280		
P.C. Concrete Driveways	Sq. Yd.	380		
P.C. Concrete Curbs	Lin. Ft.	2425		
Extra For Pipe Under Road	Lin. Ft.	68		
Extra For Rd Appts (Street Boxes)	Each	9		

T Y P I C



Brudenmeyer Haynes-Bollis

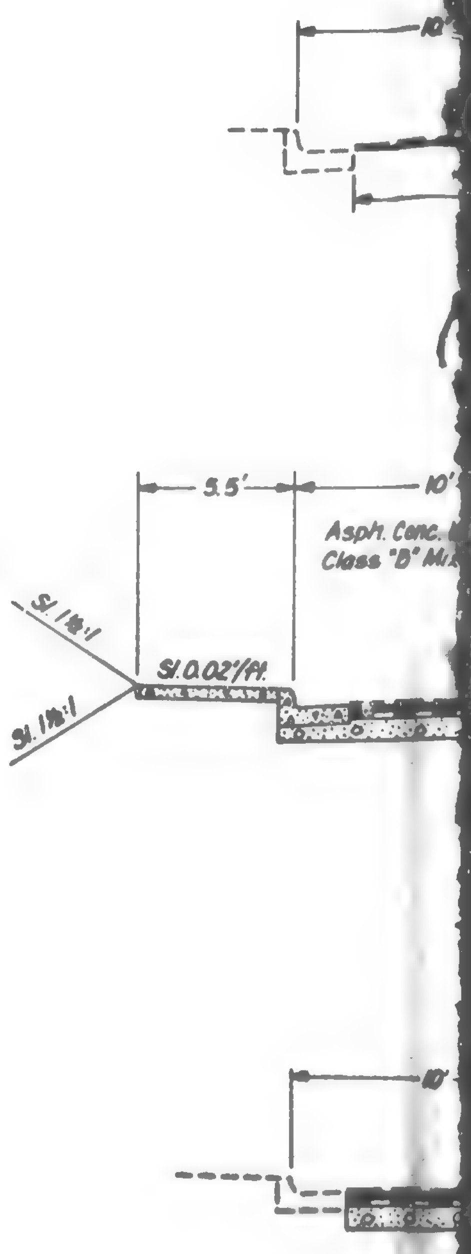
SUMMARY

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	

Item	Code	Unit	Quant.
Mobilization	8%	All	All
General Excavation		C.Y.	2315
Trench Excavation		C.Y.	214
Finishing Rdbd & Slopes		All	All
Watering		M-Gal	44
Aggregate Base		Ton	2515
Asph. Conc. Mixture		Ton	1525
Asphalt in Mixture		Ton	100
Asphalt in Tack Coat		Ton	1.25
12-inch Sewer Pipe		Lin. Ft.	762
Concrete Manholes		Each	4
Special Concrete Inlets		Each	8
P.C. Concrete Walks		Sq. Yd.	1280
P.C. Concrete Driveways		Sq. Yd.	380
P.C. Concrete Curbs		Lin. Ft.	2425
Extra For Pipe Under Pvmt		Lin. Ft.	68
Extra For Rel Appts (Street Lamps)		Each	9

[illegible]-Haynes-Bulls

TYPIC

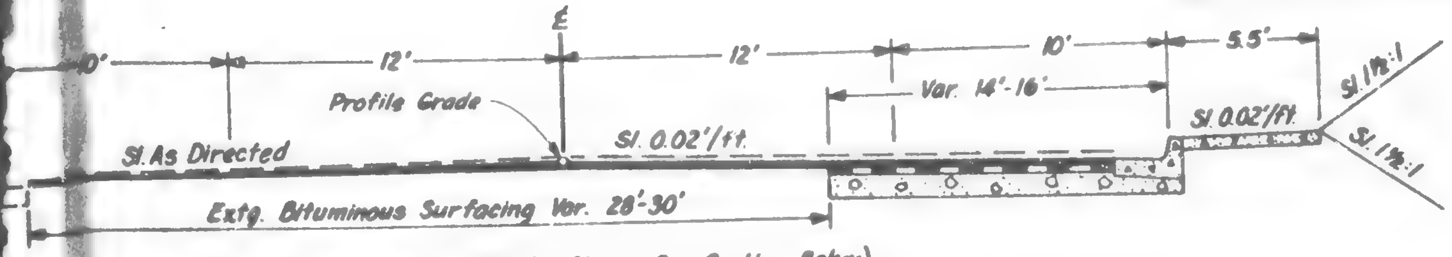


O.K.

ICAL SECTIONS

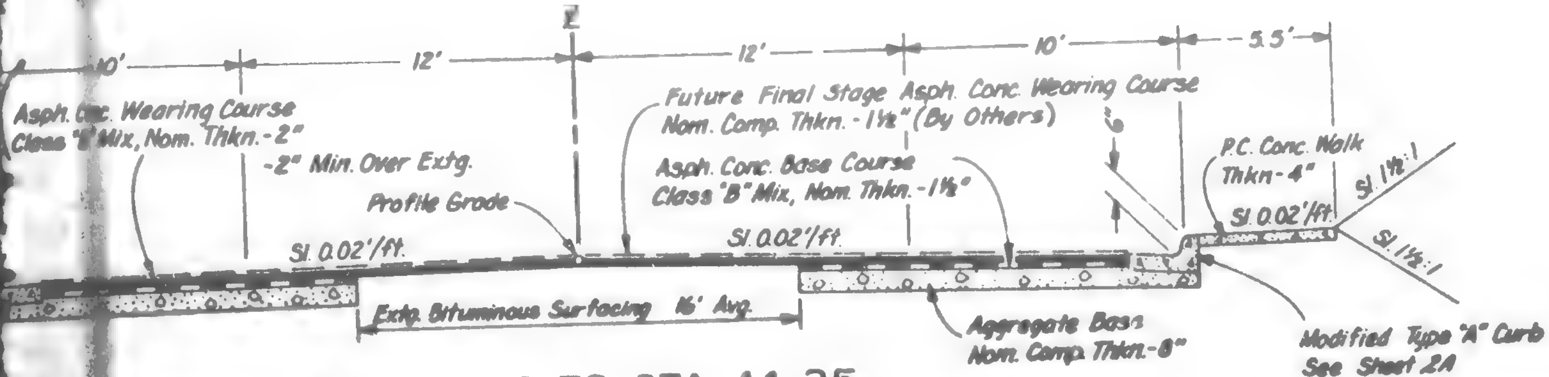
S.E. NEWPORT AVE.-UMATILLA/STANFIELD HWY. (HERMISTON) SEC.
CITY STREET (S.E. 4TH ST.)
UMATILLA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 2 TOTAL SHEETS
10	OREGON			See Index


10'
12'
℄
12'
10'
5.5'
Var. 14'-16'
Profile Grade
Sl. As Directed
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 1½:1
Sl. 1½:1
Extg. Bituminous Surfacing Var. 28'-30'

(For Surfacing Details Not Shown, See Section Below)

STA. 2+30 TO STA. 3+50


10'
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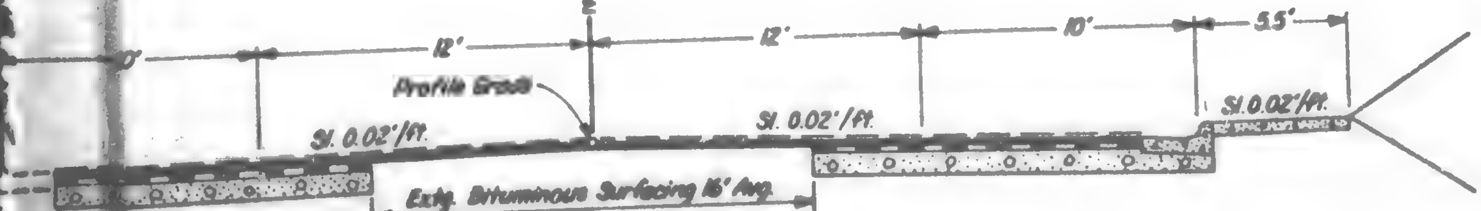
12'
10'
5.5'
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-2"
-2" Min. Over Extg.
Future Final Stage Asph. Conc. Wearing Course Nom. Comp. Thkn.-1½" (By Others)
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-1½"
P.C. Conc. Walk Thkn.-4"
Profile Grade
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 1½:1
Sl. 1½:1
Extg. Bituminous Surfacing 16' Avg.
Aggregate Base Nom. Comp. Thkn.-8"
Modified Type "A" Curb See Sheet 2A

STA. 3+50 TO STA. 11+35
15+00 TO 20+95


10'
12'
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12'
10'
5.5'
Profile Grade
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Extg. Bituminous Surfacing 16' Avg.

(For Surfacing Details Not Shown, See Section Above)

STA. 11+35 TO STA. 15+00

ROAD DESIGN SECTION 378-6558

Roger Lang
Federal Aid Engineer, Region 5

August 1, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

S.E. Newport Ave.-Umatilla/Stanfield Hwy.
(Hermiston)
Umatilla County

Attached are three copies of the preliminary plans on the subject project, along with a recent estimate and an April 30, 1979 letter from Bob Aldrich to Frank Terpin.

The new estimate is some $20,000 over the approved amount. This should be discussed with the City to see what possible alternates they may wish to propose to stay within the alloted funds.

Note in the letter (which I underlined) that the City requested the job be held up a certain length of time. This might be interesting to bring up in your discussion with them.

DOC:mw
Attachments
cc: Don Haynes

1 Versteeg ✓
Andersen
Christensen
Olsen
2 Sullivan JWZ
Terpin
Trout
Wakerlig

RECEIVED
AUG 0 1 1979
ROAD DESIGN SECTION

☐ Do Not File
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7C-4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
June 27, 1979

FILE:

Roger Lang

FROM: Roger Lang
Federal Aid Engineer

TO: D. E. Swan
Operation Programming Engineer

Attention: Hal Reynoldson

SUBJECT: Cost Estimate (Don Haynes)
Newport Ave. (S.E. 4th St.
Hermiston) Umatilla-Stanfield
Highway
SOS-3002(1)

SALEM

On Monday, June 25, 1979, I met with Tom Harper, City Manager, and Pat Napolitono, City Engineer, to review the Summary, Bid Schedule, Cost Estimate prepared by Don Haynes. Listed below are the revisions identified by Mr. Harper, also shown on the enclosed Revised Estimate, which are necessary to keep this project under control:

Paul Lot
Checking up on
these
9/5/79

ITEM	REMARKS
1 - Mobilization	Revised to 8% of estimated contract amount shown on line 27 - $10,450
2 - Temp. Protection & Direction of Traffic 3 - Temp. Signs 4 - Temp. Barricades 5 - Flagmen 6 - Clearing 7 - Removal of obstructions	Eliminate items 2 thru 7. Application shows city will close route to thru traffic; sign outside project limits; city will furnish barricades; will perform clearing and grubbing; and removal of obstruction.
12 - Aggregate Base	City is presently obtaining 1 1/4-0 aggregate base (to State specs) well below $7.25/ton (less than $4.00/ton) They feel $6.00/ton should be maximum amount.
13 - Asphalt Concrete Mix	Be sure to show B or C commercial mix
14 - Asphalt in Mix	City cannot justify estimate of $144/ton on this item. Their contacts show substantially less amount. They feel $120/ton is more realistic.
16 - 12-inch Sewer Pipe	City does not agree with $16.50/Lin. Ft. Recent contracts with local contractors show much lower price. Top estimated price should be $12/Lin. Ft.

D. E. Swan
Operation Programming Engineer
Att: Hal Reynoldson

June 27, 1979

Page Two

ITEM	REMARKS
18 - Concrete Manholes	City does not agree with $1500 each. Recent projects show about $1,000 to $1,200 eash should be top estimate.
20 - *PCC Walks	City does not agree with $16.75/Sq. Yd. for sidewalks. They feel $12/Sq. Yd. is more like it.
21 - *PCC Driveways	Estimated cost by city is $16/Sq. Yd.
22 - *PCC Sidewalks	Change pay item to Lin. Ft. - estimated cost of $4.50/Lin. Ft. may be low but seems to fit previous cost plus inflation factor.

*Note: City has had good success using commercial mixes on these items - why not utilize?

23 - Adjusting Manholes	Eliminate. City will adjust manholes with their own forces.
24 - Setting of Mailbox Posts	Eliminate. City will relocate mailboxes.
27 - Revised total Bid Items	$130,638 Plus mobilization $141,088

ANTICIPATED ITEMS

Tree Removal	O.K. Approved under C.F.O. #1 $4,000
Adjust Water Lines	City will perform these services.
Adjust Water Valve Cores	No money available for participating Fed. funds - why process paper at a cost to the city?
Total Anticipated Items	$4,000
Subtotal	$145,088
Eng. & Contingencies	$ 29,018
Total Estimated Cost	$174,106

Mr. Harper feels the city can live with the above estimate provided it is within the 10% limitations.

The present schedule of Contract Lettings shows this project to be let on October 18, 1979. This schedule is not satisfactory to Mr. Harper and he requests the project be advanced to the earliest possible date.

RCL:mt
Attachments
cc: Duane Christensen
Jack Sullivan

SUMMARY--BID SCHEDULE--COST ESTIMATE Date ? Revised 6/25/79 RCL

Section S.E. Newport Ave- Umatilla/S[illegible]infield R[illegible]g County Umatilla

Of Work Grading & Paving Length 1900' Name Don Haynes

No	Item	Code	Unit	Quant.	Unit Cost	Total
1-	Mobilization	8%	All	All		14,200 ~~16,[illegible]~~
~~2-~~	DELETE RCL ~~Temp. Prot. & Direct. of Traffic~~		~~All~~	~~All~~		~~3,000~~
~~3-~~	DELETE RCL ~~Temporary Signs~~ City to sign outside work area during const. RCL		~~Sq. Ft.~~	~~400~~	~~6^{75}~~	~~2,700~~
4-	Delete RCL ~~Temporary Barricades~~		~~Each~~	~~8~~	~~100^{00}~~	~~800~~
~~5-~~	Delete RCL ~~Flagmen~~ (Closed to thru traffic)		~~Hour~~	~~300~~	~~20^{00}~~	~~6000~~
	(SEE Project Application) RCL					
~~6-~~	~~Clearing & Grubbing~~ Delete RCL		~~All~~	~~All~~		~~1,000~~
7-	~~Removal of Strs & Obstructions~~ Delete RCL		~~All~~	~~All~~		~~1,000~~
8-	General Excavation		C.Y.	2517	5^{50}	13,844
9-	Trench Excavation		C.Y.	350 ~~829~~	11^{50}	4,025
10-	Finishing Roadbed & Slopes		All	All		1,000
11-	Watering		M-Gal	30	10^{00}	300
12	Aggregate Base		Ton	2225 ~~[illegible]~~	6^{00} ~~7^{25}~~	13,350 ~~16,131~~ ~~18,125~~
13-	Asph. Conc. Mixture "B or C Comm. Mix"		Ton	1500 ~~[illegible]~~	17^{50}	26,250 ~~[illegible]~~
14-	Asphalt in Mixture		Ton	98 ~~[illegible]~~	120 ~~144^{00}~~	11,760 ~~14,090~~? ~~[illegible]~~
15-	Asphalt in Tack Coat		Ton	1	250^{00}	250
16-	12-inch Sewer Pipe		Lin. Ft.	794	12^{00} ~~16^{50}~~	9528 ~~13,101~~
17-	~~18-inch Sewer Pipe~~					
18-	Concrete Manholes		Each	5	1200^{00} ~~1,500~~	6000 ~~7,500~~
19-	Concrete Inlets		Each	9	750^{00}	6,750
20	P.C.C. Walks		Sq. Yds.	1220	12^{00} ~~16^{75}~~	14,640 ~~20,435~~
21	P.C.C. Driveways		Sq. Yds	290	16^{00} ~~25~~	4640 ~~7250~~
22	P.C.C. Curbs + Lin" "Why not ft.? Less Engineering involved		Lin Ft ~~Cu. Yd.~~	3147 ~~170~~	4.50 ~~150~~	14,161 ~~25,500~~
~~23~~	~~Adjusting Manholes~~ Eliminate RCL		~~Each~~	~~8~~	~~200~~	~~1,600~~

D SCHEDULE, COST ESTIMATE Date

tion S.E. Newport Ave - Umatilla/Stanfield Hwy County Umatilla

Of Work Length Name Don Haynes

Item	Code	Unit	Quant.	Unit Cost	Total
24 ~~Setting Mail Box Posts~~ Eliminate	RCL	~~Each~~	~~13~~	~~60⁰⁰~~	~~780~~
25 Extra For Pipe Under Pvmt		Lin Ft	90	11⁰⁰	990
26 Extra For Rd. Appr's (street Conn.)		Each	9	350⁰⁰	3,150
27 TOTAL BID ITEMS					141,088 ~~191,596~~ ~~[illegible]~~
ANTICIPATED ITEMS					
Tree Removal (City F.O. #1 Appr. 6-1-78)		Each	40	100⁰⁰	4,000
~~Adjust Water Lines~~ Eliminate - (City)		~~All~~	~~All~~		~~1,000~~
~~Adjust Water Valve Covers~~ Eliminate - (City)		~~All~~	~~All~~		~~1,000~~
Total Anticipated Items					~~6,000~~ 4,000
Sub Total					145,088 ~~197,596~~ ~~[illegible]~~
Engr & Cont. +20%					29,018 ~~39,500~~ ~~[illegible]~~
This amount approved by Tom Hayes for PS&E - subject to 10% limitation 6-25-79 Roger C Long →					174,106
GRAND TOTAL					~~237,096~~ ~~[illegible]~~
Storm Sewer System from Hwy 395 ← This is State Obligation					43,662
Total for Project					280,758 ~~[illegible]~~

(Prices updated as per E. Ragsdale, Cost Analysis 6-19-79)

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______
Date ______
Section ______ County ______
Of Work ______ Length ______ Name ______

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Storm Sewer System from Hwy 395					
	Trench Exc		C.Y.	480	11⁵⁰	5520
	18-inch Sewer Pipe		Lin Ft	970	29⁵⁰	28,615
	Conc. Inlets		Each	1	750⁰⁰	750
	Conc. Manhole		"	1	1,500⁰⁰	1,500
	Subtotal					36,385
	+ 20% Engr & Conting.					7,277
	TOTAL					[redacted]

ion S.E. Newport Ave-[illegible]tilla/Stanfield Hwy County Umatilla

Of Work Length Name Don Haynes

Item	Code	Unit	Quant.	Unit Cost	Total
Setting Mail Box Posts		Each	13	60.00	780
Extra For Pipe Under Drive		Lin Ft	90	11.0	990
		Each	9	350.00	3.150
					191,596
		[illegible]	[illegible]	100.00	4000.00
		All	All		1000
		All	All		1000
					6000
					197,596
					39,500
					237,096
GRAND TOTAL					
Storm Sewer System from Hwy 395					43,662
					280,758
Total for Project					

(Prices updated as per E. Ragsdale, Cost Analysis 6-19-79)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 6/20/79

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lana Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- [illegible]
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- [✓ Region Number] 5
- District Number

ATTENTION: Roger Lang

FROM: HR

COMMENTS: F. Y. I.

Form 731-0022 (7/78) SP*70682-734

tion S.E. Newport Ave-U tilla/Stanfield Hwy County Umatilla

Of Work ______ Length ______ Name Don Haynes

Item	Code	Unit	Quant.	Unit Cost	Total
Setting Mail Box Posts		Each	13	60.00	780
Extra For Pipe Under Pvmt		Lin Ft	90	11.00	990
Extra For Rd Appr's (street Conn.)		Each	9	350.00	3,150
TOTAL BID ITEMS					191,596
ANTICIPATED ITEMS					
Tree Removal		Each	40	100.00	4000.00
Adjust Water Lines		All	All		1000
Adjust Water Valve Covers		All	All		1000
Total Anticipated					6000
Subtotal Total					197,596
Engr & Cont 20%					39,500
GRAND TOTAL					237,096
Storm Sewer System from Hwy 395					43,662
Total for Project					280,758

(Prices updated as per E. Ragsdale, Cost Analysis 6-19-79)

Section S.E. Newport Ave- Umatilla/S. nfield g County Umatilla

Of Work Grading & Paving Length 1900' Name Don Haynes

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization	8%	All	All		14,200 ~~[illegible]~~
Temp. Prot. & Direct. of Traffic		All	All		3.000
Temporary Signs		Sq. Ft.	400	6^{75}	2,700
Temporary Barricades		Each	8	100^{00}	800
Flagmen		Hour	300	20^{00} 15	6.000
Clearing & Grubbing		All	All		1000
Removal of Strs & Obstructions		All	All		1.000
General Excavation		C.Y.	2517	5^{50}	13.844
Trench Excavation		C.Y.	350 ~~829~~	11^{50}	4.025
Finishing Roadbed & Slopes		All	All		4,000
Watering		M-Gal	30	10^{00}	300
Aggregate Base 1/4		Ton	2225 ~~[illegible]~~	7^{25}	16,131 ~~16,125~~
Asph. Conc. Mixture		Ton	1500 ~~[illegible]~~	17^{50}	26,250 ~~[illegible]~~
Asphalt in Mixture		Ton	98 ~~[illegible]~~	120 144^{00}	14,040 ~~[illegible]~~
Asphalt in Tack Coat		Ton	1	250^{00}	250
12-inch Sewer Pipe		Lin. Ft.	794	12 16^{50}	13.101
~~18-inch Sewer Pipe~~					
Concrete Manholes		Each	5	150^{00} ~~1,500~~	7.50
Concrete Inlets		Each	9	750^{00}	6750
P.C.C. Walks		Sq. Yds.	1220	16^{75}	20,435
P.C.C. Driveways		Sq. Yds	290	16 25^{00}	7250
P.C.C. Curbs	Lin ft	Cu. Yd.	170	150^{00}	25,500
city Adjusting Manholes		Each	8	200^{00}	1600

Sheet ______ of ______

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date ______

Section ______ County ______

Of Work ______ Length ______ Name ______

Item	Code	Unit	Quant.	Unit Cost	Total
Storm Sewer System from Hwy 395					
Trench Exc		C.Y.	480	11.50	5520
18-[illegible] Sewer Pipe		Lin Ft.	970	29.50	28,615
Conc. [illegible]		Each	1	750.00	750
Conc. [illegible]		"	1	1,500.00	1,500
Subtotal					36,385
+ 20%					7277
Total					43,663

State obligation?

R-4

2030

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

5-11-71

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-3002(1)
Project Name SE NEWPORT AVE - UMATILLA/Standfield Hwy. Section on SE 4th Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

N

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

C.C. D E Swan
CT Keasey
Roger Tryggstad

Signed at HERMISTON, Oregon, this 16th day of MAY, 1979

City of HERMISTON

Certified By:

Regional Right-of-Way Supervisor
Date 5-16-79

L P Gray
Mayor

City Recorder

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
April 30, 1979

FROM: Bob Aldrich Bob Ald
Region Engineering Specialist

SUBJECT: S.E. Fourth Street Survey
(Hermiston)
Umatilla County
Prefix No. 330-1930-901

TO: Frank Terpin
Location

SALEM

The following information is being submitted on the above survey:

6 rolls - 1 each of the following: Detail map, Working profile, Utilities Chart, Drain Ditch Profile, Sewer Runoff, and Location Cross Sections.

1 book - Field Notes

1 pad - Containing Locating Engineer's Statement, Location Narrative, Quantity and Cost Summary, Catch Basin Design, Finish Grades, Surfacing Calculations, Earthwork Computations, Pipe Summary and Miscellaneous Computations.

Please note that a storm sewer is proposed down Fourth Street from Highway 395. This work amounts to an estimated cost of $25,337. This storm sewer is proposed on the Hermiston-Stanfield Interchange Section preliminary plans. Now is the ideal time to accomplish the work when we have Fourth Street torn up. Of course, the City of Hermiston will not participate but they will be dumping water into it in a couple of places. Please incorporate this storm system into this project.

Since the location of this project was completed in the field, the City of Hermiston requested that the project not be submitted to Salem until they held an election on a Local Improvement District. The election has been held and it passed. Attached is a letter from the City of Hermiston requesting reduction of the surfacing and that the City be allowed to install the retaining walls. We have only updated the estimate of cost for this request. No other corrections have been made to the location data.

BA:lt

Enclosures

cc: W. C. Ferguson

RECEIVED
MAY 1 1979
LOCATION
SECTION

[illegible]
5/1/79

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET .... OF .... SHEET

QUANTITY SUMMARY & COST ESTIMATE

S. E. 4th Street
Hermiston City Street

Umatilla County
Length - 1900 Feet

Prefix No. 330-1930-90
Computations by C. L.

Per City of Hermiston's Request of 4/24/79

Bid Item	Description	Unit	Quantity	Unit Cost	$ Amount
1	Mobilization	Lump Sum	All	Lump Sum	5 000.00
2	Temporary Protection & Direction of Traffic	Lump Sum	All	Lump Sum	3 000.00
3	Temporary Signs	Sq. Ft.	400	$ 6.75	2 700.00
4	Temporary Barricades	Each	8	$100.00	800.00
5	Flagmen	Hour	300	$ 15.00	4 500.00
6	Clearing & Grubbing	Lump Sum	All	Lump Sum	1 000.00
7	Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	500.00
8	General Excavation	Cu. Yd.	1,175 ~~2,517~~	$ 3.50	4 112.50 ~~8 810.00~~
9	Trench Excavation	Cu. Yd.	243 ~~349~~	$ 11.50	2 794.50 ~~4 014.00~~
10	Finishing Roadbeds and Slopes	Lump Sum	All	Lump Sum	500.00
11	Watering	M-Gal	30	$ 8.00	240.00
12	Aggregate Base	Ton	1,553 ~~2,485~~	$ 5.00	7 765.00 ~~12 425.00~~
13	Class "B" A. C. in Levelling and Base Course	Ton	761 ~~1,015~~	$ 12.00	9 132.00 ~~12 180.00~~
14	Class "5" A. C. in Wearing Course	Ton	761 ~~1,015~~	$ 12.00	9 132.00 ~~12 180.00~~
15	Asphalt in Mixture	Ton	92 ~~118~~	$110.00	10 120.00 12 980.00
16	Asphalt in Tack Coat	Ton	1	$150.00	150.00
17	12-inch Culvert Pipe	Lin. Ft.	794	$ 16.25	12 902.00
18	Concrete Manholes	Each	5	$1000.00	5 000.00
19	Concrete Inlets	Each	9	$500.00	4 500.00
20	Concrete Sidewalks	Sq. Yds.	1,217	$ 7.75	9 432.00
21	Concrete Driveways	Sq. Yds.	291	$ 9.90	2 881.00
22	Sidewalk Ramps	Each	14	$100.00	1 400.00
23	Concrete Curbs	Cu. Yd.	171	$ 74.00	12 654.00

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET 2 OF 2 SHEETS

QUANTITY SUMMARY & COST ESTIMATE

E. [illegible] Street
Hermiston City Street

Umatilla County
Length - [illegible] Feet

Prefix No. 330-1930-901
Computations by C. L. Sn

Bid Item	Description	Unit	Quantity	Unit Cost	$ Amount
24	Retaining Walls incl. Rebar by others	~~Cu. Yd.~~	~~54~~	~~$245.00~~	0 00 ~~13 230.00~~
25	Adjusting Manholes	Each	8	$110.00	880.00
26	Setting Mailbox Posts	Each	13	$ 55.00	715.00
27	Extra for Pipe Under Pavement	Lin. Ft.	87	$ 11.00	957.00
28	Extra for Street Connections	Each	9	$200.00	1 800.00
	TOTAL BID ITEMS				114 567.00 ~~147 330.00~~
ANTICIPATED ITEMS:					
	Tree Removal	Each	40	$100.00	4 000.00
	Adjust Water Lines	Lump Sum	All	Lump Sum	1 000.00
	Adjust Water Valve Covers	Lump Sum	All	Lump Sum	1 000.00
	TOTAL ANTICIPATED ITEMS				6 000.00
CONSTRUCTION ENGINEERING AND CONTINGENCIES	(15% of the total of Bid Items and Anticipated Items)				17 200.00 ~~23 000.00~~
TOTAL CONSTRUCTION COST OF PROJECT					137 767.00 $ ~~176 330.00~~

LOCATION NARRATIVE

S. E. 4th Street (Hermiston) Prefix No. 330-1930-901

DESCRIPTION:

The S. E. 4th Street project is located between Newport Street and Stanfield/Umatilla Highway (Highway 395) and runs North to South. This area is mostly residential with some commercial property at the intersection of Highland Ave. S. E. 4th Street is a through street from Stanfield/Umatilla Highway to Main Street.

TYPICAL SECTION:

2" Class "B" Wearing Course
2" Class "B" Base Course
8" Aggregate Base

The final pavement will be 41 feet wide with a monolithic curb and gutter making total width from curb to curb 44 feet. A five foot sidewalk will run full length of project both left and right. A complete storm sewer system running from both ends of project to the center at Hermiston Ditch will be required as there is no existing storm sewer system.

The City of Hermiston has requested special catch basin and manhole designs be used. These designs are being used by the City in all new storm sewer construction and they have requested these designs be used on this project to keep their system uniform. A copy of these designs are being submitted with Location data.

EARTHWORK:

In order to insure a good base, it was decided to remove the material outside the existing pavement and replace it with crushed material. Disposal of the removed material will be the responsibility of the contractor.

MATERIAL SOURCE:

There are two commercial sources producing both aggregate and asphalt located between Hermiston and Umatilla. The haul would be approximately three miles.

RIGHT OF WAY:

The City is to acquire a five foot easement from Station 15+58 to 17+00 both Left and Right for work areas behind retaining walls.

UTILITIES:

Adjusting of utilities will be done by a private company at no cost to this project. Adjusting of manholes will be a bid item and adjusting of water lines and valves will be done by the City. Tree removal will also be done by City forces.

STORM SEWER SYSTEM:

The entire storm sewer system is designed to discharge into the Hermiston Ditch which is about midway through the project. At the request of the City we put the storm sewer under the sidewalk from Station 5+05 to Station 10+24 to save on manholes.

The Hermiston Ditch has also been set up as a discharge area for the storm sewer system on the Stanfield-Hermiston Section of the Stanfield/Umatilla Highway (Highway 395). The Stanfield-Hermiston Section project is at the south end of the S. E. 4th Street project. The City of Hermiston would like the portion of the storm sewer for the Stanfield-Hermiston section which discharges into the Hermiston Ditch to be constructed at the same time as the storm sewer on the S. E. 4th Street project in order that the new construction will not be disturbed at a later date. Cost estimates for the portion of storm sewer that discharges into the Hermiston Ditch on the Stanfield-Hermiston Section is enclosed.

Submitted by,

WC Ferguson

W. C. Ferguson
Resident Engineer

city
of
hermiston
295 EAST MAIN STREET / HERMISTON, OREGON / 97838

April 24, 1979

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA APR 27 1979 ☐
RECEIVED
REGION 5 OFFICE

Mr. Bill Ferguson
Resident Engineer
116 S. E. 12th
Pendleton, Oregon 97801

Dear Mr. Ferguson:

As a follow-up to our phone conversation concerning the proposed improvements of S. E. 4th Street, the City of Hermiston would like to request that its standard street section of 3" A.C. and 5" C.A.B. be considered for use. This request is based on previous satisfactory results, particularly this past winter when we had somewhat severe climatic conditions.

The City would also like to request that we be allowed to install the needed retaining walls by city forces. Our local rapport will allow us to cooperate with local property owners on a more personal basis.

We appreciate your cooperation in this matter. If you have any further questions, please contact me.

Sincerely,

P. D. Napolitano

P. D. Napolitano, P. E.
City Engineer

PDN/km

RECEIVED
APR 26 1979
RESIDENT ENGINEER
RE ☐ — ARE ☐

**OREGON STATE
HIGHWAY DIVISION**

90-7

cc's R:
Hermiston

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ REA FEB 8 1979 ☐
RECEIVED
REGION 5 OFFICE

February 7, 1979

Mr. Tom Harper
Manager, City of Hermiston
295 East Main
Hermiston, Oregon 97838

Dear Mr. Harper

We have completed the survey on 4th street and have estimated the construction cost to be $176,330.00. The storm sewer from U. S. 395 to the Hermiston Ditch was not included in the cost estimate.

There are two possibilities of reducing the cost.

One would be the elimination of the retaining walls. If the city could negotiate with the property owners in the area of the retaining wall to slope their property to the sidewalk, the wall would not be needed. This would probably take some landscape work in order to satisfy the owners.

The second area you might consider would be the surfacing depth. This project was submitted with 8" base and 4" AC for a total depth of 12". If you feel that you have streets with less surfacing that are performing satisfactorily and would like the surfacing on this project reduced you might wish to make the request in writing. If you make the request please include the street sections you are refering to. By reducing the surfacing depth the excavation would be reduced also.

Copy of cost estimate is enclosed. Please advise if these costs meet with your approval.

Sincerely

W. C. Ferguson
Resident Engineer

WF:ma
ENCL
cc:Region
File

2-12-79
cy Wiener
cf

No reply from City as yet -
Roger

N. M. /b

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Telephone 963-3177

June 14, 1978

Mr. Tom Harper
City Manager
City Hall
Hermiston, Oregon 97838

Dear Tom:

Re: S.E. Newport-Umatilla/Stanfield Highway Section of S.E. 4th Street
SOS-R Project, SOS-3002(1)

Enclosed is a copy of approved City Force Order No. 1 for removal of trees along S.E. 4th Street which will conflict with the street widening.

You may begin work at any time, but it must be completed prior to the time the contract is awarded so there will be no conflict with the contractor.

You may submit a bill when all of the trees have been removed, or on a monthly basis provided the amount is $500 or more. Please submit your billings to John Hagedorn, Resident Engineer, on your regular city billing form in the manner shown on the force order. (Example, 6 trees removed = $600)

Also, please advise John when you begin work so we may properly document the progress of the project.

Sincerely,

R C Lang
R. C. Lang
Region 5 Federal Aid Specialist

RCL:sh
Enclosure

cc Gerald Wimer
John Hagedorn w/attach
Bob Church
Roger Lang

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM
ICE ☐ FAE ☐ OPE
JUN 16 [illegible]
M
PM FA
TAA Reynoldson

Form 81-734-3122

1-P

ORDER FOR FORCE WORK

PERFORMED BY ~~(COUNTY)~~ (CITY) FORCES

ORDER NO. 1

Off-System Project No. SOS-3002(1)

Date 3/25/76

Road or Street S. E. 4th Street

County or City Hermiston Sec.- SE Newport Ave. - Umatilla/Stanfield Hwy. (Hermiston)

Prefix 430-1056-903-01

Description of Work to be Done:

Removal of 40 trees from along roadway

APPROVED
Federal Hwy. Adm.
Effec. 6-1-78

Location: Station to Station or M.P. to M.P.

0+00 to 18+00

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ [✓ FAE ☐] OPE ☐
JUN 9 1978
TAA
File: PM FA
LG OP

Estimate of quantities and costs:

40 trees removed @ $100 = $4,000.00

Explanation:

City forces can remove the trees more economically.

6/12/78 c.c. Roger Long

Submitted by
(County or City)

Approved
(OSHD)
for W. E. Schwartz
Regional Engineer

1-P

ORDER FOR FORCE WORK

PERFORMED BY ~~(COUNTY)~~ (CITY) FORCES

ORDER NO. 1

Off-System Project No. SOS-3002(1) Date 3/25/76

Road or Street S. E. 4th Street

County or City Hermiston Sec.- SE Newport Ave. - Umatilla/Stanfield Hwy. (Hermiston)

Prefix 430-1056-903-01

Description of Work to be Done:

Removal of 40 trees from along roadway

APPROVED
Federal Hwy. Adm.
Effec. 6-1-78

Location: Station to Station or M.P. to M.P.

0+00 to 18+00

Estimate of quantities and costs:

40 trees removed @ $100 = $4,000.00

Explanation:

City forces can remove the trees more economically.

Submitted by
(County or City)

Approved
(OSHD) for W. E. Schwartz
Regional Engineer

1034

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-1-78

FEDERAL AID PROJECT NO: SOS-3002(1)

STATE PROJECT NO.: See below

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80286

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED: 5/22/78

DATE AUTHORIZATION EFFECTIVE: 6/1/78

FEDERAL ROUTE NUMBER: Non-Federal-aid

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

SE Newport Ave-Umatilla/Standield Hwy (Hermiston)

GENERAL DESCRIPTION OF WORK:

Removal of trees within project right of way by City forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5/19/78 and based on the data submitted, you are authorized to proceed with the use of City forces as being in the public interest under City Force Order No. 1 at a total estimated cost of $4,000, Federal funds $3,450.

57216

57210 1261/00

RECEIVED
6 1978
TRAFFIC ENGINEERING

DATE: 6/1/78

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

1-P

ORDER FOR FORCE WORK

PERFORMED BY ~~(COUNTY)~~ (CITY) FORCES

ORDER NO. 1

Off-System Project No. SOS-3002(1)

Date 3/25/76

Road or Street S. E. 4th Street

County or City Hermiston Sec- SE Newport Ave. - Umatilla/Stanfield Hwy. (Hermiston)

Prefix 30-9501-16

Description of Work to be Done:

Removal of 40 trees from along roadway

Location: Station to Station or M.P. to M.P.

0+00 to 18+00

Estimate of quantities and costs:

40 trees removed @ $100 = $4,000.00

[illegible] date of authorization for work 6-1-78

Explanation:

City forces can remove the trees more economically.

Submitted by
(County or City)

Approved
(OSHD)

for W. E. Schwartz
Regional Engineer

1634

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Hermiston City Council
City Hall
Hermiston, Oregon
Attention of Mr. L.T. Harper
City Manager

Request No. (assigned by staff engineer or head of section) CC 1823

Date May 23, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for P.E. $1,190.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$300.00	
		Partial transfer of the advance deposit for the PE for SE Newport Ave.-Umatilla/ Stanfield Hwy. Section, on SE 4th Street. Project #SOS-3002(1)		$890.00

MD 429

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,190.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 330-1930

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved: Regional Engineer

Approved: G.W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

Form A-65—5M—4-68

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

This Space for Use of Accounting Division

Date ~~June~~ May 23, 1978

Invoice No.

P. O. No.

State Highway Engineer
DOT Building
Salem, OR 97310

Transfer SCA funds to State Highway funds for the city of Hermiston's matching funds for the PE for the SE Newport Ave.-Umatilla/Stanfield Highway Section on SE 4th Street, Policy #SOS-3002(1), $1,190.00.

G.W. Wimer

AD 429
c.c. 1823

1031

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-3002(1)

E PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80286

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 5/22/78

DATE AUTHORIZATION EFFECTIVE 5/22/78

FEDERAL ROUTE NUMBER Non-Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

SE Newport Ave-Umatilla/Stanfield Hwy (Hermiston) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including Archeology salvage and utility preparatory work TEC $8,500- Fed. Funds $7,290

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS As requested in Mr. Swan's letter of 5/12/78 I concur that the subject project is a nonmajor action as set forth in FHPM 7-7-2, par. 10e.

Also, as requested in Mr. Swan's 5/12/78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $170,000 Federal funds $57,210 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

NOTED
F. B. KLABOE

Swan 5-31

DATE 5/22/78

SIGNATURE OF APPROVING OFFICIAL G.K

for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--628-787

[illegible]

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 19, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT City Force Order No. 1
Item No. 80286
Project No. SOS-3002(1)
S.E. Newport Ave.-Umatilla/Stanfield Hwy.
(Hermiston) Section
Umatilla County

We request the following:

1) Approval to use City forces to perform tree removal prior to construction based on public interest findings. (See attached letter from City of Hermiston's City Engineer dated September 16, 1976.)

2) Authorization to proceed with City Force Order No. 1 (Tree Removal) at an estimated total cost of $4,000 with an obligation of $3,450 in Federal funds. Attached are three copies of the "Order For Force Work Performed By City Forces". Reimbursement will be on actual cost basis.

DRH:dmc
Attachments
cc: W. E. Schwartz, (Region 5)
H. Reynoldson

92-1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 12, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80286
Project No. SOS-3002(1)
SE Newport Ave.-Umatilla/Stanfield Hwy.
(Hermiston) Section
Umatilla County

Attached data consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and State Highway Division.

We request the following:

1. Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, Paragraph 10e.
2. Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage necessary to obtain PS&E approval at an estimated total cost of $8,500 with an obligation of $7,290 in federal funds.

DRH:dmc
Attachments
cc: W. E. Schwartz, Reg. 5

AU 429
EC-1013

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

May 12, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St., SE 4th St. (Hermiston)	ADT	PRESENT 1,500	FUTURE (66) (70) 3,000	YEAR (71) (72) 98	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 PE, Gr & H-T Pave	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 SOS-	NUMBER 7 3002

CARD	CLASS OF FEDERAL FUNDS Safer Off System Roads	COUNTY NAME Umatilla			
	NAME OF URBAN AREA 17-31	ROUTE NO. N	FEDERAL-AID Non (32)	STATE City St. (36)	U.S. (37) --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.37	8,500	7310 7,290		1,210 (City)
5					**ROW**							
5					**CONST** (CODE) 6201		"SE Newport Ave.- Umatilla/Stanfield Hwy. (Hermiston) Sec."	0.37	170,000	57,210		112,790 (City)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	DRH	PROJECT TOTALS	0.37	178,500	64,500		114,000 (City
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

*Includes $25,000 SCA Funds

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 12, 1978

JECT LOCATION (45 typewriter spaces): ty St., SE 4th St. (Hermiston)

ADT	PRESENT 1,500	FUTURE 3,000	YEAR 98	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 680	ITEM NO. 80286

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ve								SOS-	3002	(1)		

m Roads

COUNTY NAME: Umatilla CODE: 059

ROUTE NO. N FEDERAL-AID: Non STATE: City St. U.S.: --

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.37	8,500	7310 7,290		1,210 (City)	
OW								
ONST CODE) 201		"SE Newport Ave.- Umatilla/Stanfield Hwy. (Hermiston) Sec."	0.37	170,000	57,210		112,790 (City)	ROW-60'; Access Control-none; Parking Restriction- none
		DRH PROJECT TOTALS	0.37	178,500	64,500		114,000 (City)*	

ROVAL DATES

REMARKS

*Includes $25,000 SCA Funds

-over-

USCOMM CUS 2039-DC

S.E. Newport Ave.-Umatilla/Stanfield Hwy. (Hermiston) Section
Project No. SOS-3002(1)

Existing Facility: Bituminous surfaced 2 lane roadway with parking.

Adjacent Sections:
South End -- Jct. with Umatilla/Stanfield Hwy.
North End -- Bituminous surfaced 2 lane curbed section with parking.

Project Data: This project consists of the following work:

1) Preliminary engineering all phases including preliminary engineering by utility forces and archeological salvage.
2) Grade, drain and high type pavement necessary to widen the existing facility to provide for a 44-foot curbed section with sidewalks each side and incidental work common to this type of project. Adjustment of utilities as required.

System Action, Railroad, Water Development, Historical and Recreation Areas: None involved.

Airports: Hermiston Airport is approximately 1 mile S.E. of the project and no conflict with the operation of the airport will result from the project.

FHPM 4-1-4 Requirements:

a) State Clearinghouse--Exempt from A-95 review under working agreements.
b) District 12 Clearinghouse--It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions or other public work involved activities of concern to the clearinghouse agencies.

FHPM 7-7-5 Requirements:

a) Public Hearings--Not required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

90341

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 4, 1978

M

The Honorable L. P. Gray
Mayor of Hermiston
City Hall
Hermiston, Oregon 97838

Dear Mayor Gray:

RE: Final Project Assessment
S.E. Newport Ave.-Umatilla/Stanfield
Highway Section
S.E. 4th Street, Hermiston

Under the terms of the project application and appropriate working agreement, the City shall perform and document responsibilities as found in the Oregon Action Plan, particularly citizen involvement and participation; environmental aspects; and public hearing requirements.

The Federal Highway Administration and the Oregon Department of Transportation have concurred with your draft project assessment and have classified the project as a Category 3, Non-Major Action. Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed design standards, specific details of construction, and deviations from the original scope of the project will be subject to review at the appropriate stage of project development.

The above action will now allow us to proceed with Clearinghouse Review and programing of preliminary engineering.

Sincerely,

Roger C. Lang
Roger C. Lang
Region Federal Aid Specialist

RCL:dlm
Enclosure
cc: Tom Harper w/ Enclosure
Buzz Swan
Gerald Wimer
J. R. Hagedorn

5/12

Form 81-734-3123

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 25, 1978

In reply refer to: HFO.4-OR

SUBJECT: Oregon Project No. SOS-3002(-)
PROJECT ASSESSMENT
SE. Newport Avenue
Umatilla/Stanfield Highway (Hermiston)
SE. 4th Street
Umatilla County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section, ODOT
Salem, Oregon

The subject project assessment submitted with your April 14, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P V Riede
G. L. Green
for

cc:
ODOT (Mr Moehring, Mgr, Proj Mgmt)
OSHD (Reg 5, Env)

ENVIRONMENTAL SECTION
May 2, 1978

cc: D. H. Moehring (2)
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
W. E. Schwartz
H. W. Oswald - Dist. 12
Vernal Moore
[redacted]
B. L. Gifford
Region Environmentalist

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAY 2 1978
M
File: PM FA
TAA ______ LG OP

SOS-3002 (-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section SE Newport Avenue Umatilla/Stanfield Hwy. (Hermiston)
Date April 14, 1978
Unit (if appl) ______
County Umatilla
City Hermiston
Highway SE 4th St.
State Hwy. No. Off System
Termini: M.P. (if appl) ______
Length 0.37 mile
Region 5
Construction Estimate $90,000.00 Program Amount

B. Purpose of Project:

To improve traffic flow on major north-south collector street within the city of Hermiston by widening, grading, and paving the street.

C. Origin & History of Project:

Old U.S. Highway 30 traversed the section of S.E. 4th Street from E. Main Street south to E. Highland Avenue. S.E. 4th Street has been a major north-south collector within the city for many years.

D. General Description of Project:

The project would include widening, grading and paving S.E. 4th Street between E. Newport Avenue and U.S. Highway 395 (Ore 32) within the existing 60' right-of-way.

Alignment: New ______ Existing XX Combined ______

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____
Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 1,500; Projected ADT 3,000; Yr. 1983
Existing Level of Service ______

Proposed Facility: Projected ADT 3,000; Yr. 1983
Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels ______

Acres ______; Type of Relocation Req. ______________; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

No major structures.

Brief Description of River or Stream and Type of Involvement, if any:

None.

Local City, County or COG priorities of project:

Unknown.

FHWA and/or OSHD approvals given, if any:

None as yet.

Location or Design Alternatives (identify and describe):

Available alternative is limited to "do-nothing" which would result in continued deterioration of the route.

Other Descriptive Information or Comments:

S.E. 4th Street would be closed to through traffic during construction; however, access would be maintained for residents. Mature locust trees adjacent to existing roadway, but inside present right-of-way, would be removed.

(Attach project sketch map.) Attached following page 5 herein.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project would be in an area of rolling topography covered with deciduous trees and lawns and some base plants. The soil in the area is sandy and there is no major water feature present.

2. Cultural:

The land use for the project area is presently residential with the majority of the dwellings being single-family. The area is served by all utilities. The noise and air aesthetics of the area are good. Electrical and telephone utilities will require an adjustment (utilities occupy the right-of-way by franchise and/or permit).

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None--Right-of-way is existing. However, removal of trees would somewhat detract from living quality of neighborhood traversed by S.E. 4th Street.

2. Estimated Impact on Traffic Patterns:

Improved facility will attract some new traffic, although not to a significant degree relative to no-build conditions. This growth in traffic is largely due to planned growth in the Hermiston vicinity.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality would be somewhat improved relative to no-build conditions because new road would generate less dust and contribute to a smoother flow of traffic. Noise levels may increase slightly due to additional traffic, but not more than would occur under no-build conditions.

3. Estimated Impact on Land Use:

Consistent with planned residential and commercial growth in area.

Consequences:

Facilitate planned land development relative to no-build conditions.

4. Expected Impact on Natural Ecological Resources:

Removal of trees and grass would diminish localized biological value of affected vegetation. There are no wetlands impacts.

Consequences:

Minor reduction of biological productivity in project vicinity.

5. Expected Impact on Cultural and Scenic Resources:

Removal of trees and grass.

Consequences:

Diminish local aesthetic quality contributed by affected plant species.

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

Tree removal may upset residents adjacent to project.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

A noise study report will be prepared.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

Consistent.

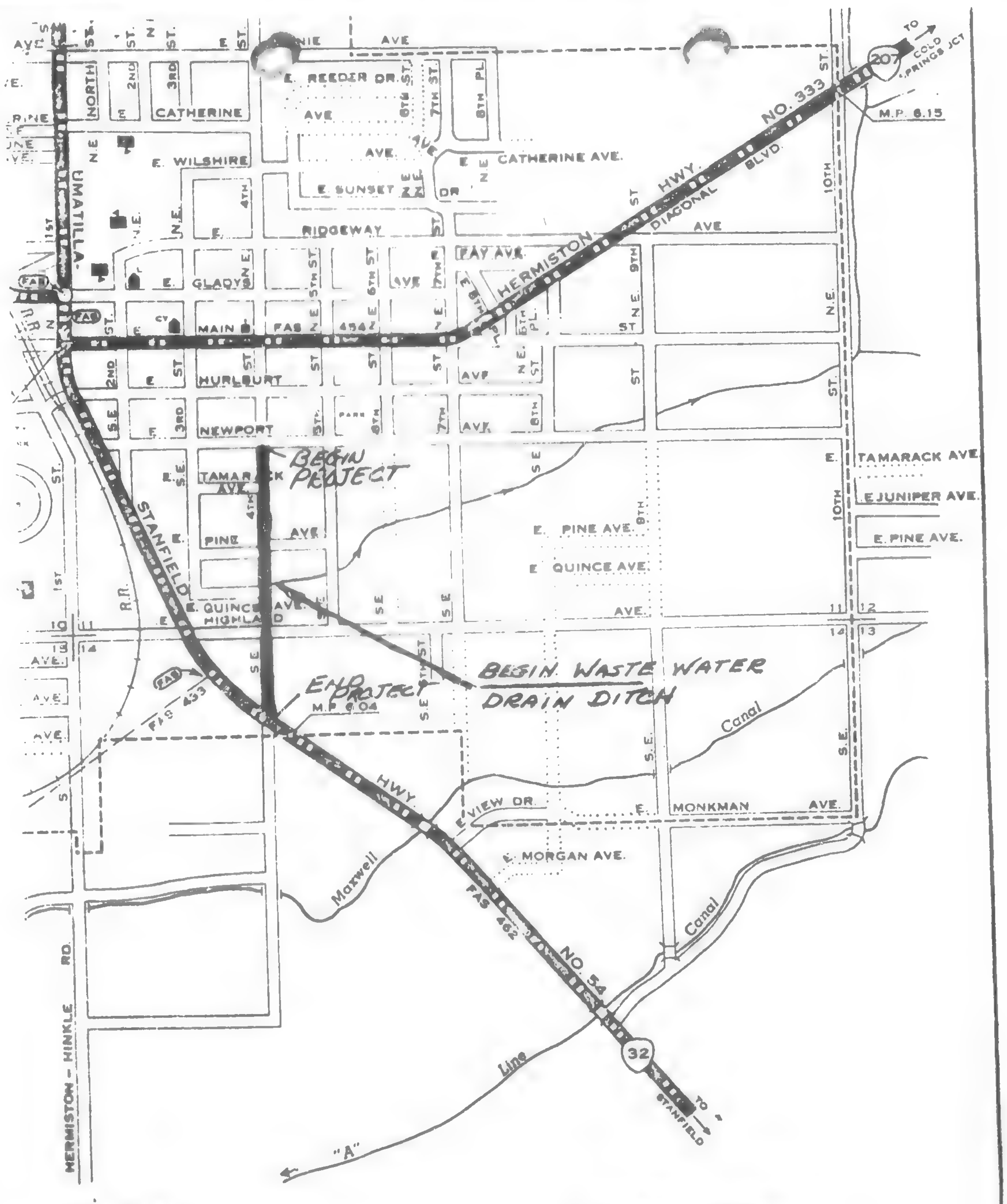
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Project is minor in scope with no new right-of-way required. While tree and grass removal is an adverse impact, its limited extent and comparatively minor consequences do not warrant further environmental assessment.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


BEGIN PROJECT
END PROJECT
BEGIN WASTE WATER DRAIN DITCH
M.P. 6.04
M.P. 6.15
HERMISTON HWY. NO. 333
STANFIELD HWY. NO. 54
FAS 462
FAS 453
FAS 454
207
32
TO COLD SPRINGS JCT
TO STANFIELD
UMATILLA
HERMISTON - HINKLE RD.
E. DIAGONAL BLVD.
MAIN
HURLBURT
NEWPORT
TAMARACK AVE.
PINE AVE.
QUINCE AVE.
HIGHLAND
RIDGEWAY
E. GLADYS
E. WILSHIRE
CATHERINE
E. REEDER DR.
E. SUNSET DR
FAY AVE.
E. JUNIPER AVE.
E. MONKMAN AVE.
E. VIEW DR.
E. MORGAN AVE.
Canal
Maxwell
"A" Line
R.R.
10TH ST.
T4N R28E

HERMISTON

UMATILLA COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 5,300

Scale in Feet

400 0 400 800

Revised July 1969

FED ROUTE (FAI)

TE

UTE

BLDG.

[illegible]

COURT HOUSE

[illegible]

[illegible]

9024

January 23, 1978

City of Hermiston
City Hall
Hermiston, OR 97838

MISC. CONTRACTS and
AGREEMENTS No. 6403

Attention: Robert D. Irby
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the S.E. Newport Avenue-Umatilla/Stanfield Highway Section of S.E. 4th Street in Hermiston.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

1034

1

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainier - $50,000, Rogue River - $114,000, Sweet Home - $33,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

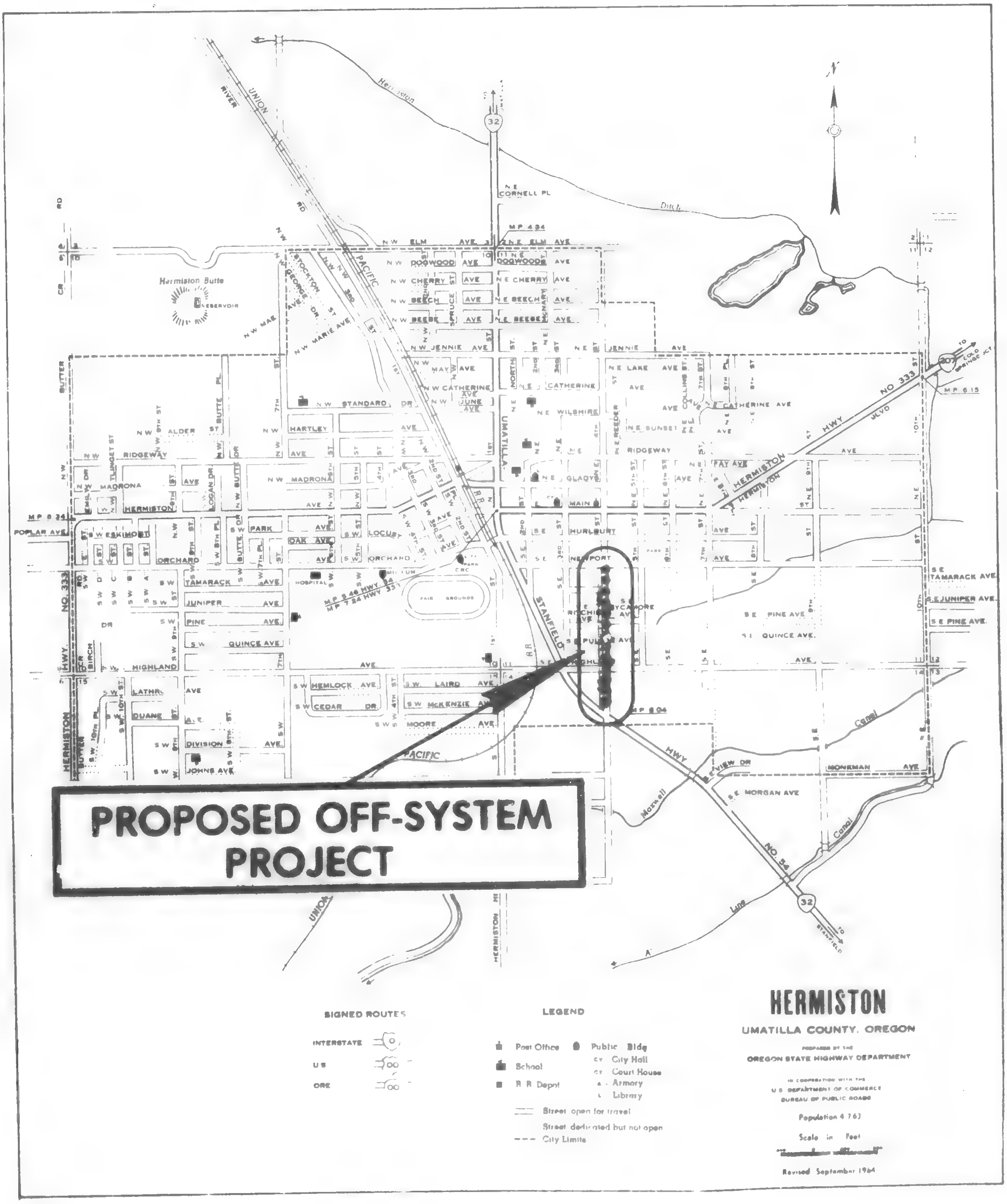
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

CITY OF HERMISTON
Proposed Off-System Project

S. E. Newport Avenue-Umatilla-Stanfield Highway (Hermiston) Section
S. E. 1st Street
Grade and Pave
0.37 mile
$170,000

This project consists of reconstructing S. E. 4th Street to a 44-foot curbed street section with sidewalks between S. E. Newport Avenue and the Umatilla-Stanfield Highway.

State will perform preliminary and construction engineering.



PROPOSED OFF-SYSTEM PROJECT

HERMISTON
UMATILLA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 4 763
Scale in Feet
Revised September 1964
SIGNED ROUTES
INTERSTATE
US
ORE
LEGEND
Post Office
School
R R Depot
Public Bldg
City Hall
Court House
Armory
Library
Street open for travel
Street dedicated but not open
City Limits
N
Hermiston Butte
RESERVOIR
UNION PACIFIC RR
STANFIELD
HERMISTON HWY
NO 333
NO 54
HWY 32
TO COLD SPRINGS JCT
TO STANFIELD
MP 6.04
MP 6.15
MP 6.34
MP 4.34
Hermiston Ditch
Canal
FAIR GROUNDS
HOSPITAL
NE ELM AVE
NW ELM AVE
MAIN
HURLBURT
NEWPORT
HIGHLAND AVE
SE MORGAN AVE
MONKMAN AVE

9031

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
August 25, 1977

FILE:

FROM: Bob Aldrich
Region 5 Office Engineer

SUBJECT: Survey Authorizations

TO: Frank Terpin
Location Unit Supervisor

SALEM

In answer to your August 16, 1977 request, attached are survey authorizations for the following two projects:

Main, Center, 1st, Powell, Dawson, Church, Pine Sts. (Halfway) Section

12th, Hall, Park, Tree Sts. (Prairie City) Section

Correspondence was forwarded to your office yesterday advising that the survey authorization and assessment for Hwy. 395-E. Newport Avenue (Hermiston) Section had been sent to the Project Management Section in Salem some time ago.

The revised assessments for the two projects listed above are being sent to the Salem Environmental Unit this date.

Hwy 395-E. Newport Ave (Hemiston) Section on
S.E. 4th St. is a combination SCA-SOS project.
S.CA approved 9-8-76; SOS will probably be
approved in 1978. Hemiston failed to make
the 1977 SOS program. We have a copy of the assessment and
authority for survey for SOS
project on file.

sh
Attachments

cc Gerald Wimer
J. H. Versteeg
Gary A. Potter

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
AUG 29 1977
File: PM FA
LG OP
TAA ____________

9034

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 20, 1977

Tom Harper, City Manager
City Hall
Hermiston, Oregon 97838

Dear Tom:

RE: Safer Off-System Roads Program
Newport Ave.-Hwy. 395 (S. E. 4th St.) Section

As you know, the 1976 Highway Act provided enabling legislation for the Safer Off-System Roads (SOSR) program for 1977 and 1978 but did not apportion any funds. I have received word that Congress is in the process of apportioning funds for SOSR, but only Fiscal Year 1977 is being considered at this time.

With the receipt of less than anticipated funds, your project is now listed under Fiscal Year 1978. Strict adherence to the first come, first served method of receiving projects has been observed. When the funds become available, I will notify you.

Your Special City Allotment will be held to match these future funds unless you request a specific revision.

Sincerely,

Roger C. Lang

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm

cc: Pat Napolitano, City Engineer
George Hopkins
J. R. Hagedorn
Verne Allen
Verne Moore
Harlin Gerlach

Info Investigate R/D Action File Letter See me	FOR	REFER TO	MAY 23 77	PROJECT MANAGEMENT

Form 81-734-3123

703.4 5050014 1C

Form 81-734-5000

OREGON STATE HIGHWAY DIVISION

MAY 26 1978

AUTHORITY FOR SURVEY

ACCTG CONT

Section SE Newport Ave-Umatilla/Stanfield Hwy

Date January 20, 1977

Highway S. E. 4th Street

Authorization No. 1

County City of Hermiston, Umatilla County

Survey Prefix 330-1730 (Assigned by Salem Office)

Description of termini, route, length, etc.:

From Highway 395 to Newport Avenue on S. E. 4th Street.

0.37 MILES

SOS-3002(1)
5-22-78

Purpose of survey:

Prepare plans, specifications and estimate of costs.

Estimate of cost:

Field	901	5,500
Plans	905	2,000
Soils	910	500
Utility	914	250
Specifications	921	250

SCA funds

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 8,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: R C Lang
Regional Federal Aid [redacted] Engineer

Recommended for Approval: Dale D Allen
Regional Engineer

Recommended for Approval: Frank E. Turpin
Location Engineer

Approved: E S Hunter
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*19760-734

X X

OFF-SYSTEM SCA MATCH

4054 CSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
January 20, 1977

Roger C Lang

FROM: Roger C. Lang
Regional Federal Aid Engineer

TO: George Hopkins
Local Government Programs Engineer

SALEM

SUBJECT: Proposed Project
Highway 395-E. Newport Section
of S. E. 4th Street
~~OS 3003(1)~~ SOS 3002( )
Hermiston

Attached is a copy of a letter received from Mr. L. T. Harper, City Manager of Hermiston, requesting the Highway Division to perform the necessary preliminary design and construction engineering for the above described project.

The application submitted by the City of Hermiston indicated engineering would be performed by the city. Since that time, the workload on the Engineering Section has increased to the point where this is not possible. Please take the necessary steps for the Highway Division to furnish this service.

Attached is an Authority for Survey showing anticipated field costs for the Highway Division.

TO TERPIN 12-15-77
Z

RCL/dlm
Attachment

cc: L. T. Harper
J. R. Hagedorn

MAIUCR - GAR
HOLD FOR PL. APPROV

RECEIVED
JAN 24 1977
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

city
of
hermiston 295 EAST MAIN STREET/ HERMISTON, OREGON/97838

January 18, 1977

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JAN 2 0 1977 ☒
☐ RDE RECEIVED ☐
REGIONAL OFFICE

Mr. Roger C. Lang, Regional Federal Aid Engineer
Oregon State Highway Division, Region 5 Office
P.O. Box 850
La Grande, OR 97850

Dear Mr. Lang:

Re: Proposed Off-System Project, S.E. 4th Street (Newport/Highway 395)
O.S.-3003(1)

Pursuant to our conversation and to be considered as a revision to the original application, the City hereby requests that the State Highway Division undertake the engineering for the above described project. This service by the state will help alleviate the heavy work load in our engineering department.

I will appreciate your assistance in this matter; and should you need any further information, kindly advise.

Sincerely,

L. T. Harper

L. T. Harper
City Manager

LTH/pat

Hopkins
Harwell
Holmes
Prange R
Unrein

RECEIVED
JAN 2 4 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

cy George Hopkins
John Hagedorn

1037

OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 15, 1976

Tom Harper, City Manager
City Hall
Hermiston, OR 97838

Dear Mr. Harper:

RE: Proposed Off-System Proj., Hwy. 395-Newport Ave., SE 4th St.

As you know, Congress has continued the Safer Off-System Roads Program in the 1976 Highway Act; however, an appropriation bill funding the program was not acted on prior to their adjournment.

Congress is not scheduled to reconvene until after January 1, 1977. The Highway Division cannot forward your project application to the Oregon Department of Transportation Commission for their action until Congress appropriates the funds. This delay is unavoidable on our part.

Appropriations of the funds may come at an early date or they could be delayed for some time. This could mean construction of your proposed project would be delayed until 1978.

I remind you than no work should be performed until the project is fully approved by the Federal Highway Administration.

I will keep you advised of any developments.

Sincerely,

Roger C Lang
Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm

cc: Pat Napolitano, City Engineer
Vern Cusack, FHWA
R. H. Prange
J. R. Hagedorn

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ OPE ☐ CE ☑ RE ☐ RPE ☐

Form 81-734-3122

05-3003(1)

9/24

city of hermiston 295 EAST MAIN STREET/ HERMISTON, OREGON/97838

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE SEP 17 1976 ☒ L
☐ RDE RECEIVED REGIONAL OFFICE ☐

RECEIVED
COUNTY & CITY SECTION
SEP 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☒ OPE ☐ CE ☒ RE ☐ RPE ☐

September 16, 1976

Mr. Roger Lang
Regional Federal Aid Engineer
P. O. Box 850
La Grande, Oregon 97814

Dear Roger:

RE: Request for use of City Forces for tree removal on our "Off-Systems Roads" project on S.E. 4th Street.

The City of Hermiston has not only found that it is most economical but also excellent public relations for City forces to remove trees for street construction projects. The basis for this determination is predicted on past experience because of the following reasons.

1. People equate their tax-dollar effectiveness to the amount of visual accomplishment. A tree removal project is an excellent demonstration of this principle.

2. City forces are better able to coordinate with local residents because of their natural rapport with the people. Thus, this would cause the least inconvenience to the residents.

It should also be noted that the man directly in charge of this operation will be our Street Superintendent, Russell St. John, who has over 10 years experience within the logging industry.

Your favorable consideration in this matter will be sincerely appreciated.

Thank you.

Sincerely yours,

Patrick D. Napolitano P.E.

Patrick D. Napolitano, P.E.
City Engineer

4-5-78
Force Order & copy of justification to Swan for inclusion in program.

PDN/rah

cy Hal Reynoldson

ORDER FOR FORCE WORK

PERFORMED BY (COUNTY) (CITY) FORCES

ORDER NO. ____________

Off-System Project No. SOS-3002(-)

Date 3/25/76

Road or Street S. E. 4th Street

County or City Hermiston

Description of Work to be Done:

Removal of 40 trees from along roadway

App'd FHWA 4/1/78

430-1056-903-01

Location: Station to Station or M.P. to M.P.

0+00 to 18+00

Estimate of quantities and costs:

40 trees removed @ $100 = $4,000.00

Explanation:

City forces can remove the trees more economically.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
APR 3 1978
File: PM FA
T/A Zehner 10
To [illegible]?

Submitted by ____________
(County or City)

Approved ____________
(OSHD)

9634

Hermiston

OREGON STATE
HIGHWAY DIVISION
W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Telephone 963-3177

August 12, 1976

Re: Off-System Roads Program

Tom Harper
City Manager
City Hall
Hermiston, Oregon 97838

Dear Tom:

The recently enacted Federal Aid Highway Act of 1976 has deleted the exclusive rural concept of the Off-System Roads Program. The program is now open to all cities, urban districts in addition to the counties, road districts and Indian reservations.

In order to establish a fair and equitable method of allocating the funds provided by this program the Highway Division met with the Association of Oregon Counties, the League of Oregon Cities and the Federal Highway Administration. As a result of these meetings the following maximum dollar amounts were established:

Counties	$250,000
Cities under 50,000 population	75,000
Road Districts	75,000

Your proposed project was placed in line for funding consideration some time ago. Due to the reduced funding limitations we need to know the following:

1. Do you wish your project considered for funding?
2. Will the amount of $75,000 be adequate to cover the total cost of the project including preliminary and construction engineering?
3. If not, will it be possible to "downscope" the project to meet the maximum dollar amount?

Your early attention and reply to this matter will be appreciated.

Sincerely,

RC Lang

R. C. Lang
Regional Federal Aid Engineer

✓

RCL:je
cc: ~~George Hopkins~~
Pat Napolitono, City Engineer

Form 81-734-3122

9034

CSR
Hermiston

OREGON STATE
HIGHWAY DIVISION

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 10, 1976

Re: Proposed Project
Hwy. 395-E. Newport Avenue Section
S. E. 4th Street
OS-3003(1)

Tom Harper
City Manager
City Hall
Hermiston, Oregon 97838

Dear Mr. Harper:

Your project application indicated you wished to remove trees within the project limits by use of city forces.

In order to obtain approval from the Federal Highway Administration, the work must be documented as being in the public interest.

Please furnish me your justification showing the work in the public interest. I enclose a copy of FHPM 6:4:1:14 which identify necessary criteria. Past experience has shown that economics alone will not be basis for approval. Also, please show men and equipment necessary to perform the work as per the attached sample.

The document is necessary to complete the project application. It is not meant to imply there is any change in the monies available for the project.

Sincerely,

RC Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachment

cc: Pat Napolitano w/attachment
Robert Prange

RECEIVED
COUNTY & CITY SECTION
MAY 11 1976
☐ ENGR. ☐ CCOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ BPE ☐

Form 81-734-3123

1-1

CSR
Hermiston

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

LaGrande Oregon

April 5, 1976

FILE:

05-3003(1)

FROM: R.C. Lang
Regional Federal Aid Engineer

R.C. Lang

TO: George Hopkins
Project Development Engineer

SUBJECT: Proposed Project
Section 219
Off System Roads Program
Federal Highway Act
City of Hermiston

[illegible] 05-3000(1)

[illegible] Freewater [illegible]

[illegible] 05-3004(1)

[illegible] 05-3002(1)

Attached is a Project Request, Environmental Assessmant , City Force Order and sketch maps submitted by Tom Harper, City Manager of Hermiston.

The data has been reviewed and found to be within the guidelines required for application submission. However, a consultant Engineer has not yet been selected.

While no monies are now available, will you please place the project in line should additional monies become available.

Please advise if additional information is required.

RGL :gm
Attachment

cc: Tom Harper, City Manager
Patrick Napolitano, City Engineer

APR -6 '76

REFER TO:

RECEIVED
COUNTY & CITY SECTION
APR 6 - 1976
☐ ENGR. ☐ COOR. ☑ CE ☑ AE ☐ UE
☐ UPE ☐ OR ☑ RE ☑ RPE ☐

Ask Roger to contact the city [illegible] [illegible] participation [illegible] force work

RECEIVED
REGIONAL OFFICE
MAR 26 1976

☐ RE ☐ RCE ☐ RBE ☑ RME
☐ ROE
☐ RDE

PROJECT REQUEST
SECTION 219 OF U.S. CODE, TITLE 23
"OFF-SYSTEM ROADS"

Name of ~~County~~ City Hermiston Rd. No. ______ Date 3/25/76

County Road Name or street S. E. 4th Street

Section Name ---- Hwy 395 - E. Newport Ave. Sec.

Type of Project Reconstruction and widening

Location of Project (Attach sketch map) ______

ADT ______ Design Speed 35 MPH

Is this request for bridge design only? Yes ______ No X

Yes ______ No ______

Will County hire consultant for this project? Yes ______ No X

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

Re item 12

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Asphaltic Concrete Total Travel Width 44
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type N/A Width Each Side ______
(AC, Pug Cold Mix, Oil Mat) Total Top Width ______

3. Grading & Drainage:
By County ______ County Date of Completion ______ By Contract X

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract X
Has base design been given to County? Yes ______ No ______
Will it be furnished? Yes X No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract X

6. Binder Course:
By County ______ County Date of Completion ______ By Contract X

7. Traveled Surface & Shoulders:
By County ______ County Date of Completion ______ By Contract X

8. Clearing:
By County ______ County Date of Completion ______ By Contract X

9. Curbs:
Curbs Required? Yes X No ______
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
City standard - monolithic curb and gutter
Width between curbs 44 feet

RECEIVED
COUNTY & CITY SECTION
APR 6 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes X No ____
If answer is No, which of the following applies?
Contrary to public safety ____ Cost excessive to need or use ____
Sparse population ____ Area exempt from bike law ____
What is desired width of trail or walkway 5 ft.
What type of surface treatment is desired P.C.C.
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes ____ No X
What type of separation from roadway will be used? curb
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes X No ____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes X No ____

12. Will replacement be by: County ____ Contract X
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade?** Yes ____ No X

14. **Will County adjust structure to additional width?** Yes ____ No X

15. **Will adjusted width be standard?** Yes X No ____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks?** Yes ____ No X

17. **Does County wish sight posts installed?** Yes ____ No X

Re item 8c
~~18. Does County wish State to permanently stripe project? Yes ____ No ____~~

19. **Will County do striping?** Yes ____ No X

20. **Does County wish guardrail installed?** Yes ____ No X
By County ____ Contractor ____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes ____ No X
By seeding and mulching Yes ____ No X
By rock blanket Yes ____ No X
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X No ____

23. Can through traffic be detoured? Yes X No ____

24. Must new detour be constructed? Yes ____ No X

25. Will detour be constructed and maintained by County? Yes ___X___ No ______

26. Will detour be constructed & maintained by Contractor? Yes ______ No ___X___

27. Will County sign project outside work area during construction?
Yes ___X___ No ______

28. Will Contractor sign project outside work area during construction?
Yes ______ No ___X___

29. Should contract provide for permanent signing? Yes ______ No ___X___

Re, item 8c

30. ~~Should State do permanent signing?~~ ~~Yes~~ ______ ~~No~~ ______

31. Will traffic signals be required? Yes ______ No ___X___
If yes, give location and type desired ____________________

32. Is project contingent upon other factors? Yes ___X___ No ______
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain The local financial share of the project will be accomplished by the establishment of a L.I.D.

Remarks re Section I: ____________________

II. BRIDGE PROJECT DATA

1. Name of river or stream ____________________
2. Name of bridge ____________________
3. Dimensions of existing bridge. Length ______ Roadway Width ______
4. Type of design and material used in existing bridge. ____________________
5. Location (please attach map with location marked): ____________________
Section ______ Township ______ Range ______ W.M.
6. Desired width of proposed bridge ______ Approx. length ______
(NOTE: ~~Standard width of PAS structure is traveled way plus full shoulders.)~~

7. Are sidewalks desired? Yes______ No______
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes______ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)____
____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No______
Explain____
____
____

10. Foundation Testing: By County? Yes______ No______
~~By State?~~ ~~Yes~~______ ~~No~~______

Re item 8b

11. Will County close road during construction? Yes______ No______

12. Can presently established road be used as detour? Yes______ No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______ No______

17. Will Contractor sign project outside work area during construction?
Yes______ No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______ No______

N.W. quadrant distance from structure______________
N.E. quadrant distance from structure______________
S.W. quadrant distance from structure______________
S.E. quadrant distance from structure______________

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size__________
Company____
b. Sanitary sewer mains: Yes________ No________ Size__________
Company____
c. Storm sewer: Yes________ No________ Size__________
Company____
d. Gas mains: Yes________ No________ Size__________
Company____
e. Power lines: Yes________ No________ Size__________
Company____
f. Telephone lines: Yes________ No________ Size__________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____

____

____

____

Remarks re Section II: ____

____

____

____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   ~~By State? Yes______ No______~~
   By Consultant? Yes______ No__X__
   By County? Yes__X__ No______
   (NOTE: ~~a. If project is cancelled, County must pay for survey.~~
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

→ Re item 8b

2. Does County have any survey data? Yes__X__ No______

3. Construction plans and specifications to be prepared:
   By State? Yes______ No__X__
   By Consultant? Yes______ No__X__
   By County? Yes__X__ No______

→ Re item 10

4. Does County desire center line to be permanently monumented as part of project? Yes__X__ No______

5. Does County desire right-of-way to be permanently monumented as part of project? Yes__X__ No______
   (NOTE: ~~Right-of-way monumenting will necessitate special programming.)~~

Remarks re Section III: (Note: ~~Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)~~

____

____

____

____

____

____

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 60'

2. Is any additional right-of-way needed? Yes___ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes___ No X

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___ No X

5. Should State prepare options? Yes___ No X

6. Should material source site be included in right-of-way descriptions? Yes___ No X

Re item 8d

7. Is there any merchantable timber on right-of-way? Yes___ No X

8. Will timber be reserved for owner? Yes___ No X
If removed by County or individual, must be done prior advertisement for bids.
~~If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.~~

9. Will timber become property of contractor? Yes___ No X

10. Is a hearing necessary? Yes___ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes___ No X
If yes, give type and name of utility company:___

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No___
If yes, give type and name of utility company: Pacific Power & Light, city water & sewer, Columbia Cable T.V., Pacific Northwest Bell and Cascade Natural Gas Company

13. Are utilities on existing right-of-way by permit ___ or by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes X No___
If yes, give name of irrigation company or district Hermiston Irrigation District
and dates between which water can be turned off: From any day
To___

15. Are there any railroad crossings? Yes___ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection: ____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes X No_____
~~By State at County expense? Yes_____ No_____~~
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No X
~~By State at County expense? Yes_____ No_____~~

~~28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____~~

N/A 29. Will P.U.C. application be made ~~by State~~_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ________ Section ______ Township ________ Range ______ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by : Borrow ______ Select Topping ______
Base Course ______ Level Course ______ Mineral Agregates ______
Location ________
Miscellaneous Items ________

Remarks re Section V ________

VI. FINANCIAL DATA

1. Estimated Cost: $ 90,000 - 100,000

2. Available Funds $ ~~18,000~~ 19,800

3.

4. Date match money is available November 15, 1975

5. Will there be any 100% money? Yes ______ No X

6. Maximum amount of 100% County money available: $ None

7. Date request / letting: October 15, 1975

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: NONE

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By L. T. Harper
~~[illegible] Mayor~~
L. T. Harper, City Manager

~~By~~
~~[illegible] or CITY~~

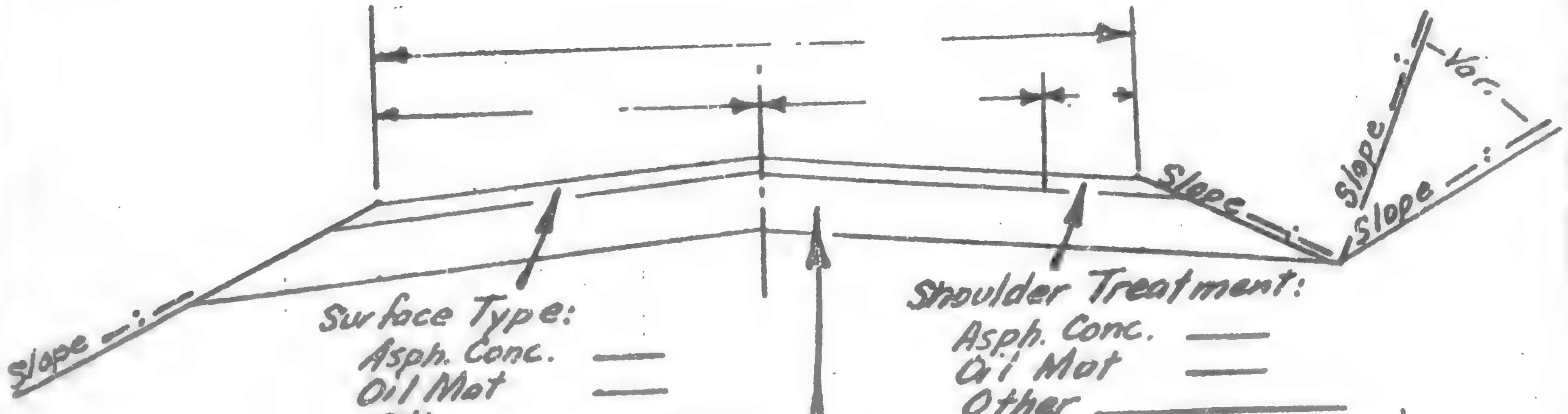
~~By~~
~~County Commissioner or CITY~~

By Patrick D. Nagohtomo
City/ ~~County~~ Engineer ~~[illegible]~~
City/ ~~County~~ Hermiston, Oregon 97838
Date 3/25/76

____
O.S.H.D. Field Engineer

Date ________

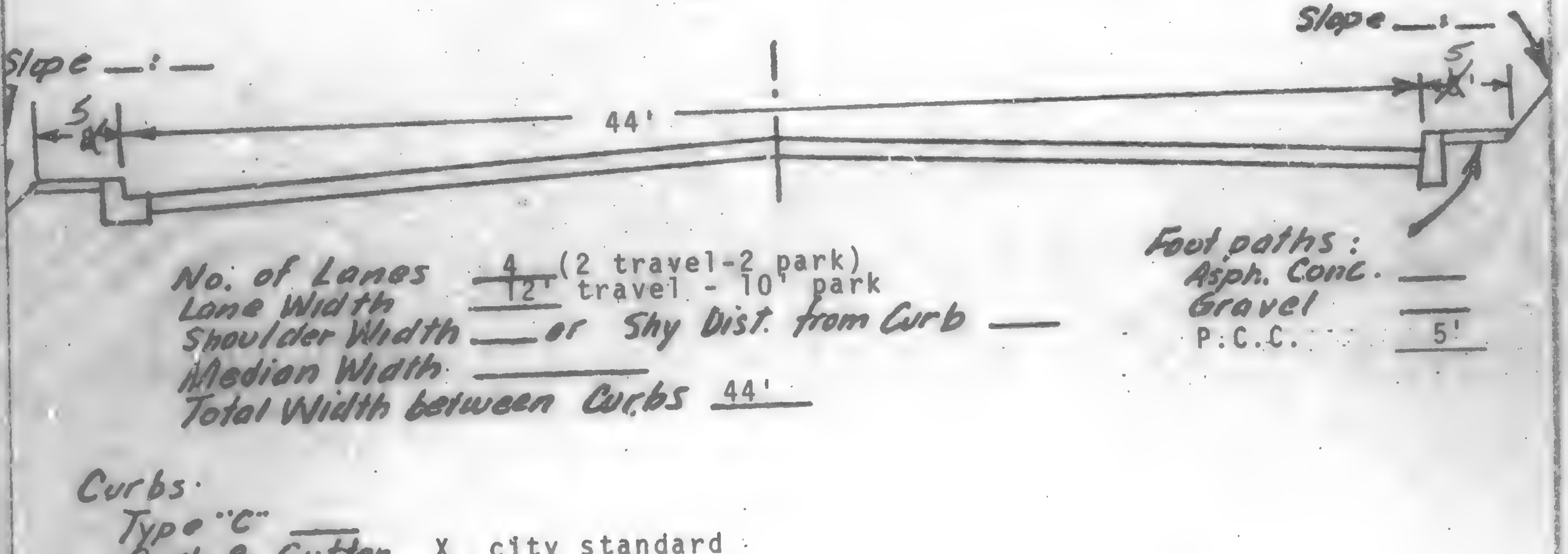
TYPICAL SECTION


Slope __:__
Slope __:__
Slope __:__
Slope __:__
Var.

Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___


Slope __:__
Slope __:__
5'
44'
5'

No. of Lanes 4 (2 travel-2 park)
Lane Width 12' travel - 10' park
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs 44'

Foot paths:
Asph. Conc. ___
Gravel ___
P.C.C. 5'

Curbs:
Type "C" ___
Curb & Gutter X city standard
Other ___

1979 Molalla R. (Goods) Br. 9035
Sec. of the Marquam Hwy.
(Grading, paving & structure)

C+a 6647 5-9-79

9035

•U. S. GOVERNMENT PRINTING OFFICE: 1977—727-826

cc: OSHD (Mr Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9035

REGION NO. 10	REPORT NO.	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT April 26, 1983	REPORT MADE BY David J. Stitz		PROJECT NO. RS-A882(2)
COMPLETION DATE November 7, 1980	ACCEPTANCE DATE BY CONTRACT AGENCY May 8, 1981	TIME ELAPSED 100 %	CONTRACT TIME 383 CD
APPROVED EXTENSIONS December 12, 1980 January 30, 1981	LOCATION Molalla River (Goods) Bridge Section of the "Canby/Marquam Highway" one mile south of Canby		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JUN 7 '83
REFER TO
Kessey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed
   a) Performance of additional and incidental work.
   b) Construction of roadbed grading, treated base, and asphalt concrete pavement.
   c) Construction of Bridge No. 1515A over the Molalla River. The bridge is 315 feet long and 36 feet wide.
2. Contractor's Name: Columbia Pacific Construction Co.
3. Contract Amount: $931,266.00
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE (SHD OFFICIAL) Kessey

TITLE Construction Engineer

A final Inspection of the completed project was made November 24, 1980.
---WHK

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus Original Signed B WILLIAM H. KAPPUS Area Engineer		SIGNATURE Glenn K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer, FHWA	DATE 5-26-83	TITLE Field Operations Engineer	DATE 6/6/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9035

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE 223-1107
AREA CODE 503

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY

LEO LEVENSON
OF COUNSEL
(1903-1981)

[illegible]
LEGAL

November 24, 1982

Called and said it was ok to look at records
JCS
11-29-82

Mr. Jack Sollis
Chief Counsel
Oregon State Highway Division
Department of Transportation
100 State Office Building
Salem, OR 97310

Re: Columbia Pacific Construction Co. -
OSHD Contract No. 9035

Dear Jack:

We are attorneys for Columbia Pacific Construction Co. in connection with the referenced project which sometime ago was satisfactorily completed and accepted by the Oregon State Highway Division. Art Gottfried was resident engineer for the State.

During the course of construction, there was an incident resulting in the dropping of an I-beam into the Mollala River. Out of that incident arose some litigation which does not involve the State of Oregon in any fashion whatsoever.

I would appreciate the opportunity of reviewing the State diaries and any other State records relating to the incident which took place on April 29, 1980.

Our trial date is rapidly approaching. I would appreciate your letting me know at your earliest convenience with respect to the willingness of the State to permit me to review the State records and make such copies as we might deem advisable.

Many thanks.

m44-8HH81

Very truly yours,

KOBIN & MEYER, P.C.

John Spencer Stewart

Molalla River (Goods) Br.
Marquam Hwy.

9035 [illegible] Co

ROAD DESIGN SECTION 378-6558 DES 16

December 14, 1981

E. L. Hardt
Region 1 Engineer, MILWAUKIE

W. H. Wakerlig
Right of Way Descriptions Supervisor

Molalla River (Goods) Bridge Section
Canby-Marquam Highway
Clackamas County

Versteeg
Anderson
Adams
Olson
Sullivan
Turpin
Trout A
Wakerlig

RECEIVED
DEC 14 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 290.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Engineer Draftsman

ALD:rlr
Attachment

035

L

June 17, 1981

CON 5

Columbia Pacific Construction Company
P. O. Box 1244
Lake Oswego, OR 97034

Attn. Richard C. Steingraber

Dear Sir:

Contract Claim
Molalla River (Goods Bridge)
Contract No. 9035

A thorough review of the claim you submitted on your and Wright Crane's behalves has been completed.

Your claim requested additional compensation in the amount of $75,982.29 for the sheet pile driving, installation of wales, dewatering and excavation work at Bents 2 and 3. You and Wright Crane claimed that materials encountered in the construction of cofferdams at Bents 2 and 3 were not as shown on the Foundation Data sheet contained in the plans or as indicated in the Foundation Report. Wright Crane also claimed that statements made in the Foundation Report misled them in their selection of pile driving equipment and in bidding.

Written notice of claim is required by Subsection 109.05 of the Standard Specifications before any work is done for which a claim is going to be submitted. The claim covered work done in December 1979 through March 1980. Your company did not make written notice of claim until February 1981. Wright Crane's written notice of claim was received January 9, 1980. Thus, only Wright Crane's claim for work after January 9, 1980 met specification requirements for notice.

Information on the Foundation Data sheet in the plans refers only to the four test holes as shown. Utilization of the test hole data in bidding is the responsibility of the bidder and subject to his interpretation. This is clearly stated on pages 1 and 2 of the Special Provisions under the heading "Subsurface Explorations".

For these reasons, the claims are denied in full.

Sincerely,

H. S. Coulter
State Highway Engineer

JS:ja md

bcc R. L. Schroeder
L. W. Rulien
D. H. Moehring
Walt Hart
Jack Sollis
O. B. Jackmond
Jerry Wimer
Jack Sullivan

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE BRANCH

INTEROFFICE MEMO

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUN 9'81
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

TO: H. S. Coulter
State Highway Engineer

DATE: June 9, 1981

FROM: R. L. Schroeder, Chairman
Claims Review Board

SUBJECT: Contract Claim
Molalla River (Goods) Bridge
Contract No. 9035

pls draft letter
to contractor
HSC

Draft due 6 19
Sent 6 10

Columbia Pacific Construction Company (CPCC), the prime contractor, submitted a claim on its behalf and on behalf of the subcontractor, Wright Crane. They claimed additional compensation for sheet pile driving, installation of wales, dewatering and excavation inside cofferdams at Bents 2 and 3 in the amount of $75,982.29.

In attendance for CPCC were Dick, Virginia, and Linda Steingraber and Attorney John Stewart. Wright Crane was represented by Bill and Danyla Wright and Mark Deal. Representing the Highway Division were Jerry Wimer, Art Gottfried, Jack Davis and Bryant Jackmond.

FINDINGS - Piers 2 and 3 were designed to be supported on spread footings at elevation 88 feet. CPCC subcontracted with Wright Crane to drive sheet piling for cofferdams. CPCC would excavate for the footings inside the cofferdams. Initially, Wright Crane was unable to drive the sheet piling beyond elevation 92-94 feet at Bent 3 or 98-100 feet at Bent 2. To complete the cofferdams, it was necessary for CPCC to excavate inside the cofferdams and remove materials before Wright Crane could continue driving the piles. This sequence was repeated several times. However, the Bent 2 cofferdam was not watertight because of split seams. The engineer allowed the footing to be poured under water.

CPCC and Wright Crane claimed that the foundation data misled them into thinking they could drive sheet piling with a vibratory hammer. They claimed the sheet piling was stopped by boulders not indicated on the foundation data sheet in the plans. They also quoted the Foundation Report, which indicated that steel sheet piles would penetrate easily to the clayey sands below the gravels.

In response, OSHD stated the Foundation Report was not available to the bidders. It was a preliminary report used by the Bridge Section for design purposes. It was provided to the contractor by the Resident Engineer after construction had started. Only the foundation data included in the plans was available to the bidder. Foundation data was factual information obtained from four test holes. No test hole was dug in the vicinity of Bent 2 because of the adjacent steep bank slope. The Special Provisions contained the disclaimer that "...the data shown in the individual log of each test boring and on the foundation data sheet included in the plans...are not intended to be conclusive as to the character of any material or conditions between or around test borings..."

Cofferdam construction work was to be paid for primarily under the bid item "Shoring, Cribbing, Etc." CPCC, as low bidder, bid $65,000 lump sum. The other five bids ranged from $90,000 to $154,000 for this item. CPCC was low bidder by nearly $19,000.

It was the opinion of Jack Davis, Foundation Engineer, and the Region/Resident Engineer that the Foundation Data sheet did indicate densified conditions below elevation 95 feet. This was shown on the plans by the statements "...very dense gravel and sand..." and "...very dense layered medium to fine sand..." at test holes 78-3 and 78-4 located in the vicinity of Bent 3. AASHTO's Manual on Foundation Investigations, 1978 shows that in the standard penetration test, a blow count between 25-50 in granular soil would indicate a dense condition and over 50, a very dense condition. Data on the Foundation Data sheet showed blow counts near and over 50 for test holes 78-4 and 78-3.

Written notice of claim was received by the engineer on January 9, 1980 from Wright Crane through a transmittal by CPCC. Written notice of claim by CPCC was sent February 23, 1981. CPCC claimed their notice of claim was originally made in January, 1980 through their transmittal of Wright Crane's claim. The claim covered work in December 1979 through March 1980.

CONCLUSIONS - Information in the Foundation Report alleged to support CPCC's claims for additional compensation was not available to any bidder or the contractor prior to starting the sheet piling work. Thus, it was not relevant to the claim. The only information available to the bidders in the plans was on the Foundation Data sheet. This was factual data obtained from four test holes and subject to interpretation by bidders. Information from test holes 3 and 4 gave an indication of dense to very dense granular material in the vicinity of Bent 3. No test holes were dug in the vicinity of Bent 2.

Other bidders estimated cofferdam construction work to cost at least 40 percent more than did the low bidder, CPCC. Thus, other bidders interpreted the foundation data along with other factors to indicate more difficulty in this work.

The Board concluded that there was no misleading information in the plans and specs regarding foundation data and no changed conditions. The design was not altered from that shown in the plans.

— May not be valid conclusion - contractors sometimes unbalance bids.
—HSC

The engineer did allow, because of the difficulty in completing the cofferdam construction, the footing at Bent 2 to be poured under water, contrary to the original intent of the plans.

RECOMMENDATIONS - The Board recommends denial of the claim in full due to lack of entitlement. CPCC, as low bidder, and Wright Crane misinterpreted the foundation data and other factors in arriving at their method of cofferdam construction and excavation for footings, and their bid prices. Notice of claim was not considered in the Board's recommendation of denial of this claim.

cc L. W. Rulien
D. H. Moehring
G. Wimer
O. B. Jackmond
Walt Hart
Jack Sollis
Jack Sullivan

JS:ja ji

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 5, 1981

FROM: Jack L. Sollis
Assistant Attorney General and Counsel

NOTED
H. S. COULTER

SUBJECT: Contractors Claim Contract #9035
(Goods Bridge; Canby, Oregon)

I attended the Claims Review Board meeting on this file on Monday, June 1, 1981.

In reviewing the material submitted by the contractor I feel, although the Board will not involve itself in any of the legal questions relating to the claim, I should advise you that the first written notice by the subcontractor, Wright Crane Company, was mailed December 20, 1979 to the prime contractor. A copy of this letter was mailed by the prime contractor to the Highway Division and received by the Highway Division on January 9, 1980. Records indicate the subcontractor conducted only 4 days of work driving piles on piers 2 and 3 (the 2 in which they are claiming additional compensation) after the notice was received by the Highway Division on January 9. These were done during late February and early March.

The only written claim received prior to February 23, 1981 from the prime contractor was a one line letter submitting the claim of Wright Crane Company. The letter merely stated "attached is a letter from Wright Crane which is self explanatory." The prime contractor claims this is sufficient notice to the State that the prime contractor was going to make claims for additional compensation on the work it was doing on piers 2 and 3.

I do not believe Wright Crane Company is entitled to any additional compensation unless it can justify some for the 4 days of work it did after written notification was received by the Highway Division. I also do not believe the prime contractor is entitled to any compensation because written notice was not received until well after the contract was completed.

The contract was completed in 1980 and the first notice from the prime contractor that they were making a claim was received February 23, 1981.

RECEIVED
STATE HWY ENGR
JUN 8'81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Believe our SOP should include a legal review before sending answer to claim following Board action

Although the Claims Review Board may well deny the claim on the basis of no entitlement, I believe the rejection to the contractor should indicate the Claims Review Board did not consider the legal defense of inadequate notice in making its decision.

It would be my advice, if the Claims Review Board decides they are entitled to compensation, we review the matter before such a letter is forwarded to the contractor. I feel very strongly that you have a legitimate and valid legal defense of no notice for any claim except for 4 days of pile driving by the subcontractor after the notice of January 9, 1980.

JLS:ls

#9035

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Douglas S.Coats, Inc. No. 9143	Willow Cr. Br. (Heppner) Morrow County	May 8, 1981
Columbia Pacific Construction Co. No. 9035	Molalla River (Goods) Bridge Clackamas County	May 8, 1981
Babler Bros., Inc. No. 9055	Zigzag River-Ski Bowl Frontage Road Clackamas County	May 8, 1981
Hamilton Electric,Inc. No. 9088	Klamath Falls-Lakeview Hwy. @ Avalon St. Klamath County	May 11, 1981
East County Electric Co. No. 9104	CBD Signal System Expansion (Portland) Multnomah County	May 11, 1981
Roy E. Ladd,Inc. & Carl R. McConnell No. 8808	SE Yamhill St.-SE Powell Blvd. Multnomah County	May 12, 1981
Coral Const. Co. No. 9082	E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy. Multnomah County	May 13, 1981
Wildish Corvallis Construction Co. No. 9032	Elm St.-34th Ave. (Albany) Linn County	May 15, 1981
Wagner Const. Co. No. 9122	Justice Center, Phase 1 Multnomah County	May 20, 1981
Tice Electric Co. No. 9140	Clackamas Hwy. @ Freeman Ave. (Milwaukie) Clackamas County	May 21, 1981
Select Contractors,Inc. No. 9184	Lane Co. Pavement Marking Project #3 Lane County	May 28, 1981

Contractor and Contract No.	Section & County	Acceptance Date
J. C. Compton Co. No. 9022	Twin Meadows Rd.-Santiam Jct. Linn County	May 29, 1981
Poe Asphalt Paving, Inc. No. 9116	Bully Cr. Rd.-Ritter Jct. Grant County	June 1, 1981
W. R. Grasle Co. No. 8711	SW Pine St.-SW Madison St. (Portland) Multnomah County	June 4, 1981

June 4, 1981 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

9035 5604

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUN 3 1981
NORMA PAULUS
SECRETARY OF STATE

June 2, 1981

IN REPLY REFER TO FILE NO.:
CON 5
#9035

Weatherford, Thompson, Brickey and Powers
Attorneys at Law
P. O. Box 667
Albany, OR 97321

Attention: Michael G. Cowgill

FILED
JUN 3 1981
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of June 1, 1981, with attached invoice, on behalf of your client, Morse Bros. Prestress, Inc., relating to a claim for labor and material in the amount of $16,817 plus interest.

The claim states this is in reference to the Columbia Pacific Construction Company Contract No. 9035 for work on the Molalla River (Goods) Bridge in Clackamas County.

The Aetna Casualty and Surety Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Sincerely,

Robert W. Gormsen
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
6-9-81 dmc.

jas
cc: The Aetna Casualty & Surety Co.
200 Market Bldg., Suite 1500
200 S.W. Market St.
Portland, OR 97201

Columbia Pacific Construction Co.
P. O. Box 1244
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

9035

files

L

WEATHERFORD, THOMPSON, BRICKEY & POWERS P.C.
(FOUNDED BY J.K. WEATHERFORD - 1875)
ATTORNEYS AT LAW
POST OFFICE BOX 667
130 W. FIRST AVENUE
ALBANY, OREGON 97321
PHONE (503) 926-2255

J. K. WEATHERFORD
ORVAL N. THOMPSON
WILLIAM E. BRICKEY
PETER L. POWERS
DEAN M. QUICK
DENNIS D. ASHENFELTER

MICHAEL G. COWGILL
THOMAS L. BLACK

J. K. WEATHERFORD (1848-1935)
MARK V. WEATHERFORD (1886-1962)
HARRISON M. WEATHERFORD (1925-1979)

June 1, 1981

VIA CERTIFIED MAIL

State of Oregon
Dept. of Transportation
Room 122
Dept. of Transportation Bldg.
Salem, OR 97310

Attention: Bob Gormsen, Manager - Commission Services

Re: Notice of Claim on Surety Bond
Contract No.: 9035
Surety: Aetna Casualty & Surety Company
Principal: Columbia Pacific Construction Company
Claimant: Morse Bros. Prestress, Inc.

Dear Mr. Gormsen:

Pursuant to the provisions of ORS 279.526 to 279.528, our office is filing this notice of claim on behalf of our client, Morse Bros. Prestress, Inc., relative to the above-entitled matter.

To: State of Oregon, Department of Transportation, Oregon State Highway Division:

Notice hereby is given that Morse Bros. Prestress, Inc., has a claim for the production and delivery of one concrete I-beam and rental of a truck to transport the I-beam to the construction site in the sum of $16,817.00 plus interest thereon at the rate of 9% per annum from May 30, 1980, until paid, against the surety bond issued by Aetna Casualty & Surety Company for the benefit of Columbia Pacific Construction Company as general contractor on the construction project for the State of Oregon on the Molalla River (Goods Bridge) section of Highway FAS A882, Contract No. 9035, in Clackamas County, Oregon. A copy of Morse Bros. Prestress, Inc.'s invoice is attached hereto marked Exhibit "A" and incorporated herein by this reference.

DATED this 1st day of June, 1981.

WEATHERFORD, THOMPSON, BRICKEY &
POWERS, P.C.

no reply necessary -
duplicate letter - (see note
attached)
fran

Michael G. Cowgill, Of Attorneys for
Claimant, Morse Bros. Prestress, Inc.

cc: Aetna Casualty &
Surety Co.
Columbia Pacific
Construction Co.

INVOICE

MORSE BROS.
PRESTRESS, INC.
PORTLAND DIVISION

Invoice Number: № 5473
Invoice Date: May 30, 1980
Your Order No.
Our Job Number: 80540

Sold To:
Columbia Pacific
P.O. Box 1244
Lake Oswego, Oregon 97034

1665200

Name of Job: Molalla River Bridge Remake

Quantity	Description	Amount
1 pc.	Produce and deliver I Beam	$15,317.00
	10 Day Truck Rental	1,500.00
		$16,817.00

TERMS: Less 2% 10th

A PCI Certified Plant

P.O. Box 181, Harrisburg, Oregon 97446 ■ (503) 995-6327

EXHIBIT "A"

9035

May 12, 1981

CONS
9035

The Aetna Casualty and Surety Company
Bond Department
200 S. W. Market Street
Portland, OR 97201

Gentlemen:

Contract No. 9035 awarded to Columbia Pacific Construction Company for work on the Molalla River (Goods) Bridge on the Canby-Marquam County Road in Clackamas County was completed on February 26, 1981, and accepted by the State Highway Division on May 8, 1981.

Final payment in the amount of $47,016.15 will be released to the Contractor after May 18, 1981. The total contract amount is $977,296.11 including $1,508.63 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fm

cc Columbia Pacific Construction Co.
P. O. Box 1244
Lake Oswego, OR 97034

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

9035

STATE COPY 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-50	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County CLACKAMAS
MODIFICATION NUMBER 2	5-6-81	Project Number RS-A882(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 1, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,073,443.00	$ 1,085,228.00
Federal funds	$ 946,240.00	$ 956,628.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of May, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Asst. State Highway Engineer
(Title)

XBY For: H.S. Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 30, 1981

Federal Aid Project
No. RS-A882(2)

Molalla River (Goods) Bridge Section
Canby/Marquam County Road
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 16+02.13 to Sta. 23+75) (Sta. 26+90 to Sta. 34+50)

Subtotal of previous estimate of December 31, 1980 $281,803.50

Previous Estimate

General Excavation	8,000 Cu. Yd.	5.50	$ 44,000.00
Class "B" Asphaltic Conc.	1,150 Ton	39.00	44,850.00
Treated Base Mixture	2,000 Ton	23.00	46,000.00
Aggregate Shoulders	450 Ton	23.00	10,350.00
			$145,200.00

Revised Estimate

General Excavation	9,259 Cu. Yd.	5.50	$ 50,924.00
Class "B" Asphaltic Conc.	1,208 Ton	39.00	47,112.00
Treated Base Mixture	2,061 Ton	23.00	47,403.00
Aggregate Shoulders	502 Ton	23.00	11,546.00
			$156,985.00

Increase	$ 11,785.00
SUBTOTAL	$293,588.50
Engineering	40,196.50
TOTAL	$333,785.00

Type Code X081
Structure (Sta. 23+75 to Sta. 26+90)

Total the same as previous estimate of October 18, 1979 $751,443.00

Length of Roadway ---------	0.290 mile
Length of Structure -------	0.060 mile
TOTAL	0.350

Cost of Roadway per mile---$1,150,982.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Roadway	$ 333,785.00	$294,231.00	$ 39,554.00
Structure	751,443.00	662,397.00	89,046.00
TOTAL	$1,085,228.00	$956,628.00	$128,600.00

Group	1-100%
Contract No.	9035
Prefix	103-1903
Prefix	103-1010

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-9	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1	1/6/81	Project Number RS-A882(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 1, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,058,825.00	$ 1,073,443.00
Federal funds	$ 933,354.00	$ 946,240.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of January, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 31, 1980

Federal Aid Project
No. RS-A882(2)

Molalla River (Goods) Bridge Section
Canby/Marquam County Road
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 16+02.13 to Sta. 23+75) (Sta. 26+90 to Sta. 34+50)

Subtotal of previous estimate of October 18, 1979	$270,821.50

Previous Estimate

General Excavation	6,700 Cu. Yd.	5.50	$ 36,850.00
Toe Trench Excavation	230 Cu. Yd.	8.00	1,840.00
			$ 38,690.00

Revised Estimate

General Excavation	8,000 Cu. Yd.	5.50	$ 44,000.00
Toe Trench Excavation	709 Cu. Yd.	8.00	5,672.00
			$ 49,672.00

Increase	$ 10,982.00
SUBTOTAL	281,803.50
Engineering	40,196.50
TOTAL	$322,000.00

Type Code X081
Structure (Sta. 23+75 to Sta. 26+90)

Total the same as previous estimate of October 18, 1979	$751,443.00

Length of Roadway ----------------	0.290 mile
Length of Structure --------------	0.060 mile
TOTAL	0.350 mile

Cost of Roadway per mile ----------- $1,110,344.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Roadway	$ 322,000.00	$283,843.00	$ 38,157.00
Structure	751,443.00	662,397.00	89,046.00
TOTAL	$1,073,443.00	$946,240.00	$127,203.00

Group 1-100%
Contract No. 9035
Prefix 103-1903
Prefix 103-1010

102

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 2	11- -79	Project Number RS-882(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 7, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 67,500.00	$ 76,500.00
Federal funds	$ 57,915.00	$ 65,635.00
Other revisions		

This modification is made for the following reasons:

To include approved funds for acquisition of right of way.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of ~~November~~ ~~October~~ November, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 26, 1979

Federal Aid Project
No. RS-882(1)

Goods Bridge Section
Clackamas County

Revised Project Agreement Estimate

Type Code PE Preliminary Engineering		
Preliminary Engineering	All Required	$ 67,500.00
	Total	$ 67,500.00

Type Code R/W		
Rights of Way	All Required	$ 9,000.00
	Total	$ 9,000.00

Length of Project. . . . . 1.0 miles

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$ 67,500.00	$ 57,915.00	$ 9,585.00
Rights of Way	9,000.00	7,720.00	1,280.00
Total	$ 76,500.00	$ 65,635.00	$10,865.00

Group 1- 100%
Prefix - 103-1903
Prefix - 503-2523

-., 9035

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1	10-25-79	Project Number RS-882(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 7, 1978,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$50,000.00	$ 67,500.00
Federal funds	$42,900.00	$ 57,915.00
Other revisions		

This modification is made for the following reasons:
To include approved funds for revised preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of October, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~XXBy~~For: H.S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon October 18, 1979

Federal Aid Project
No. RS-882(1)

"Goods Bridge Section"
Clackamas County

Revised Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$67,500.00
		Total	$67,500.00

Length of Project. . . . . 1.0 mile

Federal Funds.	$57,915.00
State Funds.	9,585.00
Total.	$67,500.00

Prefix - 103-1903
Group - 1

9035

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-1-79	State Oregon
		County Clackamas
		Project No. RS-A882(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1.0 Mi. S. of Canby, S. 1.0 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-13-79	1.0
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,058,825.00	$ 933,354.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~For: H. S. Coulter
State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 1 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, October 18, 1979

Federal-Aid Project
No. RS-A882(2)

MOLALLA RIVER (GOODS) BRIDGE SECTION
CANBY/MARQUAM COUNTY ROAD
CLACKAMAS COUNTY

Project agreement estimate.

Type Code 6204
Roadway (Sta. 16+02.13 to Sta. 23+75) (Sta. 26+90 to Sta. 34+50)

Mobilization	All Required (21%)		$ 15,855.00
Temporary Protection and Direction of Traffic	All Required (21%)		430.50
Temporary Signs	192 sq.ft.	4.00	768.00
Temporary Barricades	6 each	45.00	270.00
Temporary Continuous Rail Traffic Barriers, Lighted	463 lin.ft.	5.00	2,315.00
Temporary Plastic Safety Markers	9 each	45.00	405.00
Flagmen	300 hour	20.00	6,000.00
Straw Bale Sediment Barriers	300 lin.ft.	5.00	1,500.00
Clearing and Grubbing	All Required		10,000.00
Removal of Structures and Obstructions	All Required		3,000.00
Ditch Excavation	190 cu.yd.	9.00	1,710.00
General Excavation	6,700 cu.yd.	5.50	36,850.00
Toe Trench Excavation	230 cu.yd.	8.00	1,840.00
Trench Excavation	90 cu.yd.	8.50	765.00
Finishing Roadbed and Slopes	All Required		7,500.00
Watering	75 M-gal.	25.00	1,875.00
Aggregate Shoulders	450 ton	23.00	10,350.00
Treated Base Mixture	2,000 ton	23.00	46,000.00
Cement in Treated Base Mixture	110 ton	180.00	19,800.00
Class "B" Asphalt Concrete	1,150 ton	39.00	44,850.00
8-inch Culvert Pipe	42 lin.ft.	11.00	462.00
12-inch Culvert Pipe	162 lin.ft.	12.50	2,025.00
18-inch Culvert Pipe	42 lin.ft.	16.00	672.00
Concrete Inlets, Type G-1	1 each	550.00	550.00
6-inch Drain Pipe	10 lin.ft.	10.00	100.00
Fiber Filter	83 sq.yd.	8.00	664.00
Gravel in Drains	12 cu.yd.	24.00	288.00
Guard Rail, Type 1	25 lin.ft.	13.00	325.00
Guard Rail, Type 2A	450 lin.ft.	17.00	7,650.00
Guard Rail, Type 3	100 lin.ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	4 each	320.00	1,280.00
Rail End Pieces, Type C	4 each	170.00	680.00
Extra for Asphalt Approaches	6 each	290.00	1,740.00
Drainage Curbs	15 lin.ft.	11.00	165.00
Loose Riprap, Class 100	75 cu.yd.	21.00	1,575.00
Loose Riprap, Class 700	880 cu.yd.	23.00	20,240.00

Loose Riprap, Class 1000	390 cu.yd.	25.00	$ 9,750.00
Filter Blanket	220 cu.yd.	15.00	3,300.00
Gravel in Groin	75 cu.yd.	4.00	300.00
Delineators	26 each	22.00	572.00
Roadside Seeding and Mulching	2 acre	1,200.00	2,400.00
			$269,821.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 500.00
Removal of Sediment from Behind Barriers	All Required	500.00
		$ 1,000.00
	Subtotal	$270,821.50
	Engineering	36,560.50
	Total	$307,382.00

Type Code X081
Structure (Sta. 23+75 to Sta. 26+90)

Mobilization	All Required (79%)		$ 59,645.00
Temporary Protection and Direction of Traffic	All Required (79%)		1,619.50
Bridge Removal Work	All Required		41,000.00
Shoring, Cribbing, Etc.	All Required		65,000.00
Structure Excavation	1,400 cu.yd.	15.00	21,000.00
Structure Excavation Below Elevations Shown	140 cu.yd.	30.00	4,200.00
Furnish HP 10x42 Steel Piling	730 lin.ft.	15.00	10,950.00
Drive Steel Piles	15 each	700.00	10,500.00
Splice Steel Piles	4 each	110.00	440.00
Structural Concrete, Class 3300 (475 cu.yd.)	All Required		124,410.00
Structural Concrete, Class 4500 (325 cu.yd.)	All Required		88,200.00
80'/85' Prestressed I-Beams	4 each	9,200.00	36,800.00
100'/105' Prestressed I-Beams	4 each	11,000.00	44,000.00
125'/130' Prestressed I-Beams	5 each	15,000.00	75,000.00
Reinforcement (94,000 lbs.)	All Required		38,000.00
Coated Reinforcement (50,500 lbs.)	All Required		30,000.00
Reinforced Concrete Bridge End Panels	175 sq.yd.	60.00	10,500.00
			$661,264.50

Anticipated Items		
On-the-Job Trainee (1 at $800)	All Required	$ 800.00
	Subtotal	$662,064.50
	Engineering	89,378.50
	Total	$751,443.00

Length of Roadway - - - 0.290 Mile
Length of Structure - - 0.060 Mile

Total - - - - - - - - - 0.350 Mile

Cost of Roadway Per Mi. $1,059,937.93

SUMMARY OF FUNDS (83.15%)

Description	Total Cost	Federal Funds	County Funds
Roadway	$ 307,382	$270,957	$ 36,425
Structure	751,443	662,397	89,046
Totals	$1,058,825	$933,354	$125,471

Group 1 - 100%
Contract No. 9035
Prefix: 103-1903
Prefix: 103-1010

Oregon State Highway Division
Salem, Oregon, October 18, 1979

Federal-Aid Project
No. RS-A882(2)

MOLALLA RIVER (GOODS) BR. SECTION
(Nonparticipating - State Work)

Selling Mailbox Posts	3 each	60.00	$ 180.00

70-5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 6, 1981

RECEIVED
MAY 07 1981
OFFICE OF
RESIDENT ENGINEER

In Reply Refer to
File No CON 5 #9035

Columbia Pacific Construction Company
P.O. Box 1244
Lake Oswego, OR 97034

Attention: Richard C. Steingraber

Re: Contract Claim Meeting
Molalla River (Goods) Bridge
Contract No. 9035

Dear Mr. Steingraber:

This is to confirm the results of our May 6 meeting with you and your subcontractor, Wright Crane.

Your claim for additional compensation for work associated with cofferdam construction is denied for two basic reasons. First, the State received no notice of claim from Columbia Pacific Construction Company relative to your portion of the claim. Notice of claims is required by Section 109.05 of the contract. The State did receive, although perhaps belatedly, notice of a pass-through claim on behalf of Wright Crane and their claim is not denied for reason of lack of notice.

Second, the claims from both your company and Wright Crane are based upon a claim that materials encountered in the cofferdam areas were significantly different from those described in the contract and resulted in a change in the character of the work as defined in Section 109.04 of the contract specifications.

The State does not agree that the soils or foundation data provided in the contract misled the contractor in any way. These data indicate very difficult pile driving conditions and such was the case. Further, in the Special Provisions for this contract, the contractor is advised that no warranty of subsurface conditions is expressed or implied. In no event would either Section 104.02 or Section 109.04 of the contract apply, since these specifications apply to "Alterations" made to the project during the course of construction.

The claim of Columbia Pacific Construction Company is denied due to lack of required notice and due to lack of entitlement. The claim of Wright Crane is denied due to lack of entitlement.

As we discussed, you may wish this claim to be presented to our Contract Claim Review Board. If so, please advise Resident Engineer Gottfried and he will arrange such a meeting.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: C. O. Fredrickson
Art Gottfried
Walt Hart

#9035

April 24, 1981

Mr. David W. Axelrod
Schwabe, Williamson, Wyatt, Moore & Roberts
Attorneys at Law
1100 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9035

Dear Mr. Axelrod:

Thank you for your letter of April 7 concerning Contract No. 9035 with Columbia Pacific Construction Company for work on the Molalla River (Goods) Bridge.

Your letter canceled a previous request of October 9 concerning the assignment of retainage to the surety.

We will notify the contractor and the surety of this cancellation and clear our records accordingly.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Columbia Pacific Construction Co.
P. O. Box 1244
Lake Oswego, OR 97034

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market St.
Portland, OR 97201

NOTED ON C
4/24/81 JS

bc: Jack Sollis
C. T. Keasey
Bob Church
Jan Peterson

SCHWABE, WILLIAMSON, WYATT, MOORE & ROBERTS
ATTORNEYS AT LAW
1200 STANDARD PLAZA
1100 S. W. 6TH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 222-9981
CABLE ADDRESS "ROBCAL"
TELEX-151563
TELECOPIER-235
CALVIN N. SOUTHER
1906-1979

BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
WENDELL WYATT
GORDON MOORE
KENNETH E. ROBERTS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR
ROCKNE GILL
JOHN R. FAUST, JR.

JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
ROBERT G. SIMPSON
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR.
PAUL N. DAIGLE
KENNETH D. RENNER
KENNETH E. ROBERTS, JR.
DONALD JOE WILLIS
J. LAURENCE CABLE
MICHAEL D. HOFFMAN
JAMES D. HUEGLI
HENRY C. WILLENER
TERRY C. HAUCK

MARK H. WAGNER
JOHN G. CRAWFORD, JR.
NEVA T. CAMPBELL
JOHN E. HART
ROGER A. LUEDTKE
ROY D. LAMBERT
W. A. JERRY NORTH
JAMES T. WALDRON
ROBERT D. DAYTON
DAVID W. AXELROD
ANCER L. HAGGERTY
DELBERT J. BRENNEMAN
ROBERT W. NUNN
JAMES E. BENEDICT
WILLIAM H. REPLOGLE
LAWRANCE L. PAULSON
STEVEN H. PRATT

DONALD A. HAAGENSEN
RUTH WAXMAN HOOPER
RALPH V. G. BAKKENSEN
ELIZABETH K. REEVE
CHARLES R. MARKLEY
ROBERT A. STOUT
DANIEL F. KNOX
JAN K. KITCHEL
PAUL R. BOCCI
GUY C. STEPHENSON
MARK A. VON BERGEN
PAUL D. DEWEY
JAMES M. FINN
DENNIS S. REESE
EUGENE L. GRANT
KATHERINE H. O'NEIL

FORREST W. SIMMONS
OF COUNSEL

April 7, 1981

Commission Services
State of Oregon
Department of Transportation
Highway Division
Room 121
Transportation Building
Salem, Oregon 97310

ATTENTION: Mr. Robert Gormsen

RE: Contract No. 9035/Mollala River (Goods Bridge)
Section, Highway FAS A882;
General Contractor: Columbia Pacific
Construction Co.

Dear Mr. Gormsen:

By letter dated October 9, 1980, I previously advised you on behalf of Aetna Casualty & Surety Co. of the pendency of claims filed by Morse Bros. Prestress, Inc. and Campbell Crane & Rigging Service, Inc. and requested that you withhold retainage sufficient to cover those claims pending their resolution.

By this letter and again on behalf of Aetna, I cancel the October 9 request. Aetna has no objection to your disbursement of all earned but unpaid progress payments and all retainage which is now payable, or which in the future will become payable to Columbia Pacific Construction Co. If you are withholding any or all of the retainage solely by reason of Aetna's prior request, we ask that you release those funds on receipt of this letter.

Thank you.

Very truly yours,

DAVID W. AXELROD

DWA:cv

cc Gerry Walpole, Aetna Casualty
John Spencer Stewart

9035

~~FAS~~ A882

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Molalla River (Goods) Bridge
Highway: Canby/Marquam
County: Clackamas

Contract No.: 9035
Prefix: 103-1010
F.A. No.: RS-A882(2)

Item No.	Item	Unit	Original	Semi-Final	±%

SUMMARY

Bid Items	$	931,266.00	956,022.66	+3
Anticipated Items	$	1,800.00	999.11	-44
Contingencies	$	41,987.97	22,612.71	-46
Engineering	$	83,975.94	99,519.00	+19
Total	$	1,059,029.91	1,079,153.48	+2

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

7	**Flagmen**	Hour	300	226	-25

Elimination of part of stage construction contributed to less flagging.

8	**Straw Bale Sediment Barriers**	**Lin. Ft.**	300	0	-100

Due to coincidental timing of high water and stage of fill construction no sediment barriers were needed.

11	Ditch Excavation	Cu. Yd.	190	.85	-99.6

The 190 C. Y. were apparently for a special ditch left of sta. 26+90 - 29+50, which was eliminated at or before time of letting contract. It is shown in summary, but not on detail plans.

12	General Excavation	Cu. Yd.	6,700	9,259.07	+38

An apparent miscalculation in original quantities.

13 P.A. 5	Toe Trench Excavation	Cu. Yd.	230 370 600	402.91	-33

There was a mistake on P.A. 5 estimated quantity. It should have been approximately 180 C.Y. instead of 370 C. Y..

16	Watering	M-Gal	75	10.55	-86

Due to weather conditions and natural moisture in fill material very little water was needed to obtain compaction in subgrade. (River bar material used in fill).

17	Aggregate Shoulders	Ton	450	502.21	+12

More was used on approach road right of sta. 22+00 than anticipated in order to build a servicible approach. Additional was also used in access road to river right of Sta. 30+00.

18	Treated Base Mixture	Ton	2,000	2,061.84	+3

A few soft spots developed in subgrade and were subexcavated and slugged with A.T.B..

19	Cement In Treated Base Mixture	Ton	110	92.71	-16

Bid item allowed for 5.5% and A.T.B. mix design was for 4.5%.

29	Guardrail Type 2A	Lin. Ft.	450	387.5	-14

N.E. corner of structure, rail shortened by 50 feet to allow for access to private property. S.E. corner shortened 12.5 feet by mistake.

33	Extra For Asphalt Approaches	Each	6	4	-33

Six are shown in detail notes and four are shown on detail plans. Only four required extra labor and materials.

38 P.A. 5	Filter Blanket	Cu. Yd.	220 30 250	374.14	+50

While shaping slope on north bank (P.A. 5) it was decided that the filter blanket should be used under all of it. This was not the plan when P.A. 5 was worked up.

41	Roadside Seeding And Mulching	Acre	2	1.44	-28

1.44 acres determined by remeasure of area actually seeded and mulched.

45	Structure Excavation	Cu. Yd.	1,400	1,291.40	-8

Original ground line changed by river scour.

46	Structure Excavation Below Elev. Shown	Cu. Yd.	140	0	-100

None Required.

96

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

c/o Art Gottfried
P. O. Box 14030
Salem, Oregon 97310
March 11, 1981

CON 5
103-1010

Columbia Pacific Construction Co.
P. O. Box 1244
Lake Oswego, Oregon 97034
Attention: Dick Steingraber

Re: Molalla River (Goods) Bridge
Canby/Marquam Highway
Clackamas County
Contract No. 9035

Claim Request

Dear Sir:

In response to your letter of February 23, 1981 requesting a claim for $75,982.29 extra compensation for the sheet pile driving, installation of wales, dewatering and excavation on the inside of the cofferdam at piers 2 & 3, I would like to inform you that in my opinion the claim is unjustified because of the following:

1. Section 109.05 of the Oregon 1974 Standard Specification (Claims for Extra Compensation and Notice) states that in the event any situation arises which, in the opinion of the contractor, entitles him to extra compensation, he shall notify the engineer of the situation. The notice to the engineer shall be made in writing and shall be delivered before any of the extra expense to be claimed is incurred. If notice to the engineer is not given in time for him to keep a strict account of the actual cost for doing the work, the contractor agrees to waive the claim for such extra compensation.

   In this case Wright Crane completed driving sheet piling in December, 1979 and we did not receive a notice of their intent to file a claim until January, 1980. Columbia Pacific completed their portion of the work in March, 1980 and we did not receive a notice of their intent to file a claim until February, 1981, almost a full year after the work was completed, giving us no oppertunity to keep a strict account of the actual cost for doing the work.

2. Under Subsurface Explorations, pages 1 & 2 of the Special Provisions, it states that the subsurface investigation was performed with reasonable care. Ther [illegible] no warranty or guaranty, either expressed or implied, that they will disclose the actual conditions which will be

encountered during the progress of the work.

Any interpretation or evaluation of the State's subsurface investigation record made by the bidder as to types, characteristics, quantity or quality of any subsurface material or condition shall be at the sole risk of the bidder.

The data shown in the individual log of each test boring and on the foundation data sheet included in the plans, apply only to that particular boring taken on the date indicated and are not intended to be conclusive as to the character of any material or conditions between or around test borings at the time of examination of the site.

3. The foundation data sheet in the plans, sheet 2 of 9 drawing no. 34774, shows very hard driving using the Standard Penetration Test and the Oregon Miniature Pile Test.

Test hole no. 1 shows 46 blows at elevation 120 and 50 blows in 7" at elevation 89.

Test hole no. 2 shows 33 blows at elevation 110 and 80 blows at elevation 87.

Test hole no. 3 shows 48 blows at elevation 102 and 50 blows in 7.5" at elevation 91.

Test hole no. 4 shows 46 blows at elevation 97 and 50 blows in 8" at elevation 90.

All these test holes indicate very hard driving and correspond with what you encountered while you were driving your sheet piling.

4. At bent 2 the bending of the sheet piling, splitting of the interlocks and very difficult excavation was caused by very dense sand and gravels and clay, not by boulders as you indicated.

5. At bent 3 the bending of the sheet piling, splitting of the interlocks and very difficult excavation was caused partly by dense sand and gravels and partly by larger rocks.

6. In my opinion the major cause of the difficulties you encountered with the cofferdams was you method of operation.

Again I would like to say, in my opinion your claim is unjustified. However, if you can find just cause as to why you did not follow the procedure outlined in item 1 or why I should go contrary to the Special Provisions shown in item 2, send them to me in writing and I will schedule a meeting with the Region Engineer to review you claim.

Sincerely,

Art Gottfried

Art Gottfried
Resident Engineer

AAG/rdf
Enc.
cc: Region
File ✓

COLUMBIA PACIFIC
CONSTRUCTION CO.
P. O. BOX 1244
LAKE OSWEGO, OR 97034
635-3774

February 23, 1981

Oregon State Highway Division
c/o Art Gottfried
P.O. Box 14030
Salem, Oregon 97310

Dear Art:

Attached is a claim for the cofferdam construction at the Goods Bridge Job #9035 at Canby, Oregon.

This claim is being presented for the sheet pile driving, installation of wales, dewatering, and excavation on the inside of the cofferdam at piers 2 and 3.

Attached as supporting documents is a copy of the State of Oregon foundation report, a report by Foundation Sciences Inc., dated Jan. 6, 1981 and supporting costs based on force account.

The basis of our claim is that the contract drawings include a drawing entitled "Foundation Data" (page 2 of 9). Study of this data indicates that the materials described in the foundation data were to be: plastic brown clay to sandy silt, very dense gravel and sand, loose to medium dense gravel and sand, etc. In one description it states: Gravel generally 4 inches in diameter and smaller. Additionally, the foundation report made by Oregon Department of Transportation indicates that "steel sheet piles should penetrate easily to the clayey sands below the gravels." (page 111-12).

When we drove the cofferdam at pier 3 we were able to penetrate only to a point varing 4 to 6 feet above the bottom of the footing elevation and pier 2 was 10 to 12 feet above the bottom of the footing

COLUMBIA PACIFIC
CONSTRUCTION CO.
P.O. BOX 1244
LAKE OSWEGO, OR 97034
635-3774

Elevation. Subsequent excavation indicated that the sheets were stopping above grade because of boulders 12 to 24 inches in size and hard rock which split the interlocks of the sheet piles.

In order to complete the cofferdam, we found it necessary to excavate beneath the sheets and remove the gravel and boulders, then drive the sheets a few feet. This sequence continued until the cofferdam was able to be dewatered. (Pier 2 footing was poured with water present.)

Based on the above, we are claiming that the material encountered was significantly different from that as described in the foundation report and thus changed the character of the work as defined in section 109.04.

This claim is totaled on the summary sheet attached. It is computed by adding all work as if done by force account and deducting from this total the work paid for at item.

Very truly yours,

Richard C. Steingraber

Richard C. Steingraber
President

FORCE ACCOUNT SUMMARY - COFFERDAM CLAIM

DESCRIPTION	CODE	LABOR	EQUIPMENT	MATERIALS & SUPPLIES	TOTAL
Sheetpile Driving Dec, Feb, MAR	Ⓐ	10519.63			10519.62
Sheet pile Driving	Ⓑ		14231.76		14231.76
TRAVEL PAY	Ⓒ			144.90	144.90
INTEREST for 1 year @ 6%				1493.78	1493.78
FOUNDATION SCIENCE CONSULTING Fee	Ⓓ			1335.41	1333.41
Subcontract paid to Wright crane for service performed				24866.00	24866.0
FURNISH Steel Sheet piles	Ⓔ			15625.68	15625.68
FURNISH Steel Wales	Ⓕ			25628.2	25628.26
Cut off & Load out Sheet piles	G-H-I	4053.44	1771.00	2367.37	8191.8
EXCAVATE INSIDE cells	J-K-K1	6666.00	18377.00	828.63	25871.63
EXCAVATE INSIDE cells	Ⓛ	2185.00			2185.00
Dewater cells	M-N-O	2391.49	9277.10	4204.00	15872.59
Place Wales in Cells	P-Q	3364.37	756.13		4120.50
Contractor's Markup on sub work				2100.00	2100.00
Travel Pay	Ⓡ			425.50	425.50
Credit for Sheet pile salvage				⟨8104.63⟩	⟨8104.63⟩
Interest on 91916.34 for 1 year @ 6%				5514.98	5514.98
TOTAL COST of work at FORCE ACCOUNT		29179.92	44412.99	76429.88	150,022.79
Less total paid at item #44 Shoring & Cribbing					⟨65000⟩
less total paid at item #45 STR EXC 602.75@15					⟨9040.50⟩
TOTAL due					75982.29

WRIGHT CRANE CO.
PILE DRIVING ☆ CRANE SERVICE
19998 S. MEYERS RD. – OREGON CITY, OR 97045
655-4448

January 20, 1981

State of Oregon
Department of Transportation
Salem, Or.

Re: Goods River Bridge Job #114

Gentlemen:

Based upon the information supplied with the contract drawings and specifications for the Goods River Bridge, Canby, Or. by the State of Oregon, Department of Transportation, we feel that the information given was misleading in regard to actual conditions encountered on the above project.

Our interpretation of the foundation report led us to believe that the materials encountered would require the use of a vibratory hammer. Before the project bid, our estimating personnel, consisting of Mr. Bill Wright and Mr. Mark Deal consulted with the vibratory equipment specialist with the L.B. Foster Co., manufacturer of the hammer. In the opinion of L.B. Foster and our own personnel, using the information supplied from the State of Oregon, this hammer should have been sufficient for the project. Actual conditions encountered on the job site were such that neither an electric or hydraulic vibratory hammer would drive the sheet piling beyond approximately 10 feet, at which point, boulders and other varying materials were encountered. From the information provided by the State, the vibratory unit we used should have driven the piling to the given elevation. Had the State provided information which showed that we would need an impact hammer, we would have included money in our bid for such an item.

Extra work items detailed are over and above original estimated costs. Our estimated costs were based on information provided by the State.

As shown in the enclosed photos, materials encountered in Bents #2 and #3 were of a different character than the State's foundation report showed. Wright Crane Co., Inc. has encountered additional costs beyond our control due to the above conditions as further explained in the Foundation Report prepared by our consultant.

Page 2
State of Oregon
Department of Transportation
Salem, Or.

We have attached Force Account Invoices and a Summary of our extra costs.

Sincerely yours,

WRIGHT CRANE CO., INC.

William E Wright

William E. Wright

Attachments: Force Account Invoices, cost summary, bill from Foundation Sciences, photos, daily time tickets.

Enclosures: Foundation Science report

WEW/dw

FOUNDATION SCIENCES, INC.

TELEX
CABLE ADDRESS: FOUNSCIENCE
PORTLAND, OREGON

1630 S.W MORRISON ST.
PORTLAND, OREGON 97205
TEL 503-224-4435

File 152-1

January 6, 1981

Wright Crane Company, Inc.
19998 S. Meyers Road
Oregon City, OR 97045

Attention: Ms. Daynla Wright

SUBJECT: CONSULTATION - COFFERDAM INSTALLATION,
MOLALLA RIVER (GOODS) BRIDGE CLACKAMAS COUNTY, OREGON

Dear Mrs. Wright:

At your request, the firm of Foundation Sciences, Inc. (FSI) has reviewed the work accomplished by Wright Crane Company, in connection with the above referenced project. The scope of our review was limited to evaluating the subsurface conditions encountered during construction of the foundations for the new bridge. We reviewed the foundation report and the plans and specifications for the project prepared by the Oregon Department of Transportation (ODOT). Our review also included several discussions with Mr. Mark Deal who was employed by the Wright Crane Company and was closely associated with the project. Mr. Deal provided us with numerous photographs taken during the course of work and the ODOT inspection records for the bearing piles driven to support the end bents.

BACKGROUND

The site of the new bridge construction is about 1.3 miles south of Canby, Oregon, on the Canby-Marquam Highway in Clackamas County. The new structure, which replaces an existing bridge over Molalla River, consists of three spans with a total length of about 315 feet. The end bents, B-1 and B-4, are pile-supported and the center bents, B-2 and B-3, are founded on spread footings. As originally designed, the pile tip elevations for bent B-1 were to be in the range of 99 feet to 101 feet, and for bent B-4 they were to be in the range of 77 feet to 79 feet. The bottoms of the spread footings for bents B-2 and B-3 were both to be at elevation 88 feet. This required excavations of about 25 feet below the existing ground surface at the bent locations.

It is our understanding that Wright Crane Company worked as a subcontractor for Columbia Pacific Construction Company, who is the general contractor for the project. Basically, the services provided by Wright Crane Company included installation of the bearing piles for bents B-1 and B-4 and construction of the cofferdams required for the footing excavations of bents B-2 and B-3. With respect to the latter, the contract documents specified that the steel sheet piling for the cofferdams were to remain in place, with the top of the sheet piling cut off between the top of the footing and the bottom of the excavation required for the placement of the riprap.

DISCUSSION OF CONSTRUCTION

Sheet Piles

After working drawings for the cofferdam construction were submitted to the ODOT and approved as required by the contract specifications, work was initiated on bent B-3 in October, 1979. After about 12 to 16 feet of penetration, using a Foster 2-40E vibratory pile driver, all of the sheet piles met with refusal. Similar circumstances occurred during the construction of the cofferdam for bent B-2. Since most of the tips of the steel sheet piles were about 6 to 15 feet above the bottom of the design footing elevation of 88 feet, Wright Crane Company was directed to continue driving the sheets to at least elevation 88 feet. In order to attempt to comply, a Delmag D-12 diesel impact hammer was mobilized and the pile driving was resumed. After very hard driving with this hammer, as evidenced by the slow progress and continual need to fresh head the sheet piles, the piles were driven an additional 5 to 10 feet. This was accomplished by alternately driving the sheet piles and excavating from within the cofferdams. Although some of the piling had still not achieved a tip elevation of 88 feet, the driving was stopped since all of the piles met with refusal. The use of a larger hammer was not considered practical, since the Delmag D-12 was causing severe damage to the tops of the sheet piles.

In conjunction with the construction of the cofferdams, the required excavations for the spread footing foundations for bents B-2 and B-3 were completed. During the course of the work, the subsurface conditions were disclosed. Based on visual observations by Wright Crane personnel and the difficulties encountered during excavation, the material below about elevation 100 feet was typically sandy gravel with abundant cobbles (3 inches to 12 inches in diameter) and scattered boulders (12 inches to 24 inches in diameter). The estimated relative density of the deposit is dense becoming very dense with depth. Below about elevation 90 feet to 95 feet, this deposit grades to what could be considered soft rock, i.e., highly weathered shale, or mudstone.

Close inspection of the sheet piles at the base of the excavation revealed numerous "widows" where the sheets had separated from their interlocks. In addition, the tips of many of the sheet piles revealed significant damage from driving. Generally, the damaged portion was limited to the first 3 to 4 feet from the tip of the pile, and was probably a result of driving into highly weathered shale or mudstone.

Bearing Piles

The bearing piles for bents 1 and 2 were driven with the Delmag D-22 diesel impact hammer. The piles specified were HP 10 x 42 steel H-piles with welded steel tip reinforcement or an acceptable alternate such as a Pruyn Point 75750. A total of seven piles were specified to support bent B-1 with an estimated length of 46 feet (including an allowance of 3 feet for fresh heading). A total of eight piles were planned for bent B-4, with an estimated length of 51 feet, (including an allowance of 3 feet for fresh heading). The plans required that each of the piles be driven to support a minimum bearing load of 70 tons.

All of the piles driven for bent B-1 were terminated at a tip elevation of about 109 feet, which is about 10 feet above the anticipated design tip elevation. According to the ODOT inspection records, all of the piles achieved a final set of four blows per inch.

Unlike bent B-1, the tip elevations of the eight piles driven to support bent B-4 varied widely. The tip elevations of the piling, which were spaced 5 feet 1-3/4 inches center-to-center, are tabulated below:

Pile Tip Elevation, Feet	Top of Pile Cutoff Elevation, Feet	Total Length of Pile Feet
56.96	124.76	67.8
51.39	125.09	73.7
98.13	125.43	27.3
72.46	125.76	53.3
90.80	126.10	35.3
72.13	126.43	54.3
47.13	126.77	79.6
72.60	127.10	54.4

A review of the above tabulation reveals that the tip elevations varied from 98.13 feet to 47.13 feet, ranging from about 20 feet above, to over 30 feet below the design pile tip elevation. Furthermore, in one instance, the tip elevations of two piles which were driven adjacent to each other, differed by more than 46 feet. All of the bearing piles driven for the support of bent 4 achieved a final set of five blows per inch, according to the ODOT inspection records.

CONCLUSIONS

Based on the foregoing, we are of the opinion that the actual subsurface conditions encountered in the construction of the foundations for the new Goods Bridge varied significantly from what the State anticipated, as shown on the contract documents, Drawing No. 34774, Foundation Data, dated March 16, 1979. In our opinion, the logs of the four test holes shown on this drawing do not accurately describe the subsurface conditions. The test holes drilled adjacent to these bents typically indicated dense to very dense, small gravel and sand, with the gravels layered in size, generally 4-inches in diameter and smaller. In addition, there is nothing shown on the logs which, in our opinion, can explain the significant difference in the actual pile tip elevations for bents B-1 and B-4, compared to what was anticipated in the design. This is particularly evident in the erratic behavior of the steel H-piles driven for bent B-4.

Other evidence which clearly indicates that subsurface conditions varied significantly from what was anticipated, is demonstrated by the following statement made in reference to the cofferdam construction for bents B-3 and B-4, in the Foundation Report prepared by the ODOT Foundation Engineer:

> "Steel sheet piles should penetrate easily to the clayey sands below the gravels. A seal below the footing should not be needed."

Both of these statements were proven inaccurate during the actual construction. Furthermore, although tip protection was specified for the H-piles for bents 1 and 2, no protection was specified for the steel sheet piles. This resulted in severe damage to many of the tips of the sheet piles and, since the piling were to remain in place, may have significantly reduced any long term benefit the pilings were intended to provide.

LIMITATIONS

This report has been prepared in order to aid in the evaluation of the subsurface conditions encountered in the construction of the foundations for the new Goods Bridge. The analyses and conclusions submitted in this report are based upon the sources of information discussed in this report. The scope is limited to the specific project and location described herein, and our description of the project represents our understanding of the significant aspects of the project relevant to the design and construction of the bridge foundations.

If you have any questions regarding this report, please do not hesitate to call.

Respectfully submitted,

FOUNDATION SCIENCES, INC.

H. Stanley Kelsay

H. Stanley Kelsay, P.E.
Associate

HSK/PN

WRIGHT CRANE CO.
PILE DRIVING ☆ CRANE SERVICE
19998 S. MEYERS RD. – OREGON CITY, OR 97045
655-4448

December 20, 1979

Richard Steingraber
Columbia Pacific Construction Co.
P.O. Box 1244
Lake Oswego, Or. 97034

Re: Goods Bridge, Canby, Or.

Dear Dick,

This letter is to inform you that we feel we have encountered underground obstructions that were not described in test borings or foundation reports. Due to the extra costs encountered in driving sheet piling through said obstruction to elevation prescribed by the State of Oregon, we feel we have a changed condition and plan to make a claim.

Sincerely yours,

WRIGHT CRANE CO.

Mark Deal
Mark Deal

RECEIVED
JAN 09 1980
OFFICE OF
RESIDENT ENGINEER

MDdw

9-35

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 30, 1981

In Reply Refer to
File No CON 5 #9035

Columbia Pacific Construction Company
Post Office Box 1244
Lake Oswego, OR 97034

Re: Time Extension Request
Molalla River (Goods) Bridge
FAP No. RS-A882(2)
Contract No. 9035

Gentlemen:

Your request for additional contract time in which to complete the above project due to an overrun in the contract quantities of General Excavation has been reviewed. A contract time extension of 10 calendar days is granted as a result of the time required to perform the additional excavation work.

This will eliminate all liquidated damages on this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
C. O. Fredrickson "
Art Gottfried "
FHWA "
Robert Church

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 30 '81
REFER TO

FOR

Info	[illegible]	B/D	D/A	Sign	Act	File

Form 734-3122

103-1010

STATE OF ORE ON INTE OFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: January 26, 1981

FROM: Gerald Wimer Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Second Time Extension Request
Molalla River (Goods) Bridge
Canby/Marquam Highway
Contract 9035

On September 16, 1980, Columbia Pacific Construction Company asked that we increase the authorized 360 calendar days (cd'w) by 79 cd's to a new total of 439 cd's. Actually the project took 383 cd's or an overrun of 23 cd's.

By December 2, 1980, letter I concurred in Resident Engineer Art Gottfried's recommendation that the entire 23 cd's be granted. Your office did not agree with 10 of the cd's.

Now Columbia Pacific Construction Company by the attached December 19, 1980, request asks that we grant these 10 cd's based on changes in the grading quantities, a reason not previously considered.

Mr. Gottfried very carefully analyzes this latest request in his attached January 12, 1981, analysis, further supported in his attached Janury 21, 1981, letter, supporting a recommendation to extend al least 10 cd's.

This office supports Mr. Gottfried's analysis and finds that there were other days after August 2, 1980, that the changes in quantities affected. But considering that 10 cd's are justified through August 2, 1980, this office recommends the 10 cd's extension be granted.

1-29-81

GW/rgb
cc: Art Gottfried

CTK -
I concur with Region & Resident and recommend a 10 calendar day time extension due to the overrun in Gen. Exc.

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
JAN 27 1981
CONSTRUCTION BRANCH

Richards
Berg
Inlees
Widmer
Gebauer
Church

RECEIVED
FORM 81-734-3030
JAN 22 1981
☐ RE ☐ RCE ☐ RME
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ FFE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
January 21, 1981

FILE: CON 5
103-1010

FROM: Art Gottfried
Resident Engineer

TO: Gerald Wimer
Region Construction Engineer

SUBJECT: Molalla River (Goods) Bridge
Canby/Marquam Highway
Clackamas County
Contract No. 9035

Additional Information for
Request for Time Extension

On November 12, 1979 the contractor started excavating on the north end of the project sta. 18+50 to 23+75 and placing embankment at the south end of the project sta. 26+90 to 30+00. However, after excavating 5,524 cubic yards he ran out of material. We found a borrow area of 690 cubic yards on the north bank which enabled us to complete the fill under bent 4 pile cap. Another borrow source was not available, so the grading contractor pulled off the job November 17, 1979.

On April 2, 1980 the contractor moved back on the job to complete the slopes under the structure at bent 4. He used material form the garvel bar under the structure. On April 3, 1980 he moved off the job again. This work could have been done earlier if the material had been available.

On July 28, 1980 the contractor moved back on the job to complete the embankment for stage one. During the winter the gravel bar built up on the south side of the river, so we were able to use it as a borrow source. This work was completed August 2, 1980. If a borrow source had been available this work could have been completed earlier.

August 3 thru September 2, 1980 the contractor was grading an shaping the approaches for stage 1.

I recommend we allow the contractor the following additional calendar days:

One additional move in and move out	2 Days
April 2 thru April 3 completing fill under structure @ bent 4	2 Days
July 28 thru August 2 completed embankment for stage one	6 Days
Total Additional	10 Days

AAG/rdf
cc: File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 12, 1981

FILE: CON 5
103-1010

Art Gottfried

FROM: Art Gottfried
Resident Engineer

TO: Gerald Wimer
Region Construction Engineer

SUBJECT: Molalla River (Goods) Bridge
Canby/Marquam Highway
Clackamas County
Contract No. 9035

Request For Time Extension

Attached for your consideration and forwarding you will find Columbia Pacific's Request for Adjustment of Contract Time. This request is for an additional 10 calendar days for reasons the contractor did not include in his request of 9/16/80.

The contract quantity indicated a total of 6,700 cubic yards of General Excavation and the plans show a total of 6,000 cubic yards of embankment. However, it took 10,562 cubic yards of excavation to complete the project for a total overrun of 57.6%. A total of 9,322 cubic yards went into embankment an 1,240 cubic yards were wasted. To double check the quantities we calculated the embankment quantities for a total of 8,256 cubic yards. This leaves a swell factor of 11.4% which is reasonable.

The contractor started excavating on the north end of the project sta. 18+25 to 23+75 and placing embankment at the south end of the project sta. 26+90 to 30+00. However, after excavating 5,524 cubic yards he ran out of material. We found a borrow area of 690 cubic yards on the north bank which enabled us to complete the fill under bent 4 pile cap. Another borrow source was not available, so the grading contractor pulled off the job until summer.

During the winter the gravel bar built up on the south side of the river, so we were able to excavate enough material to complete the embankment (3107 cubic yards).

I recommend that the additional 10 days be granted because the major grading item (General Excavation) overrun 57.6 %. The contractor had to pull off the project because we did not have an available borrow source. It is hard to determine the exact number of days the contractor was held up but I am sure it was far in excess of the 10 days he is requesting.

AAG/rdf
Enc.
cc: File

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date December 19, 1980, 19

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from 373 to 383, within which to complete Section Molalla River (Goods) Bridge, Contract No. 9035, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

During the construction of the fill stations 26+90 to 30+00, it was necessary for our earthmoving subcontractor to build the fill at bent 4 to the bottom of the pile cap rather than to the subgrade because we ran out of dirt in the cut.

This made it necessary for him to demobilize and move off the job for the season with a portion of the fill completed. It was not evident at that time where the additional dirt would come from but after consultation with the engineer and much measuring and recross sectioning, we were directed to move to the gravel bar and use it as a source of dirt. The fill was completed during the next season.

The quantity in this item has over run to approximately 8000cy; an increase of 16%.

As a result of this change, we request an increase of ten days to be added to the contract.

RECEIVED
DEC 23 1980
OFFICE
RESIDENT ENGINEER

Respectfully Submitted,

COLUMBIA PACIFIC CONSTRUCTION CO
Contractor

By

CONSENT OF SURETY

Date December 20, 19 80

We, The AETNA Casualty and Surety Company, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

Attorney-in-fact

Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Grant 10 calender days due to overrun in Gen. Exc. quantities.

Approved:
1-29-81 For Assistant State Highway Engineer

FORM 734-3320 (Rev. 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

9035

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 12, 1980

In Reply Refer to File No. CON 5 #9035

Columbia Pacific Construction Company
Post Office Box 1244
Lake Oswego, OR 97034

NOTED
H.S.COULTER

Re: Time Extension Request
Molalla River (Goods) Bridge
FAP No. RS-A882(2)
Contract No. 9035

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 13 calendar days is granted due to extra work performed under Price Agreement No. 2 - Fencing; Price Agreement No. 5 - Rip Rap and Price Agreement No. 6 - Remove old trusses.

Additional time is not granted for the claimed power and telephone line obstruction since you were advised prior to bidding, by letter of September 10, 1979, that relocation of these lines would require 30 days after clearing was completed. The lines were relocated within that time span. Also, additional time cannot be granted for delays resulting from dropping the prestressed beam or for deck finishing machine breakdown, since these are not bona fide reasons for additional time under the terms of the contract.

There remains 10 days of liquidated damages under this contract.

Please contact Resident Engineer Gottfried if you wish to review this matter further or to submit additional data.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/att.)
C. O. Fredrickson "
Art Gottfried "
FHWA
Robert Church

RECEIVED
STATE HWY ENG.
DEC 12 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

103-1010

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: December 2, 1980

FROM: Gerald Wimer Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Molalla River (Goods) Bridge
Canby-Marquam Highway
Contract No. 9035
R[illegible]-4922(2)

RECEIVED
DEC 5 1980
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

Columbia Pacific Construction Company by the attached formal request asks that we increase the authorized 360 calendar days (cd's) by 79 cd's to a new total 439 cd's. Actually the project took 383 cd's or an overrun of 23 cd's.

Resident Engineer Art Gottfried's excellent November 20 letter of analysis and its supporting attachments are attached. He justifies the entire 23 cd's. This office agrees with his analysis. No need to re-detail it. Several of the reasons, in fact the first 3, given by the contractor are not a basis for time extension even though we might sympathize with the reason. These involve power and telephone line obstruction, dropping of the beam, and finishing machine breakdown problems. Price Agreements 2, 5, and 6 for fencing, riprap, and moving of the old truss respectively are all justifiable in the amounts of time given by Mr. Gottfried.

In addition, the contractor was delayed an additional ten cd's in allowing Canby Telephone Company time to bury their lines when the new bridge was opened to traffic. Technically you might say our contract required the contractor to make this time available to Canby Telephone Company. However, we did not spell this out all that clearly. In fact our own Resident Engineer was not aware that there might be such a delay. Therefore, this office also supports this particular element of Mr. Gottfried's recommendation.

In summary both Mr. Gottfried and this office recommends the entire 23 cd's this project overran. Details for this recommendation are contained in Mr. Gottfried's letter and somewhat summarized in the above.

12-11-80

GW/rgb
cc: Art Gottfried

CTK: Recommend a time extension of 13 C.D. Page 5 of Specials states "the contractor shall contact the County for information.." on utility adjustments. The County was aware of Canby Tel. Co. plan to go underground prior to job advertising. Contractor submits no data to indicate that he contacted County as required, or that he was given wrong info. Cannot recommend the 10 C.D. for this delay. A. B. J.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

November 20, 1980

FILE: CON 5
103-1010

Art Gottfried

FROM: Art Gottfried
Resident Engineer

TO: Gerald Wimer
Region Construction Engineer

SUBJECT: Molalla River (Goods) Bridge
Canby/Marquam Highway
Clackamas County
Contract No. 9035

Request For Time Extension

REGION 2 ENGINEER
RECEIVED
NOV 26 1980
☐ RLE ☐ RBE
[✓ ☐ RE] [✓ ☐ RCE] [✓ ☐ RME] ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Enclosed for your consideration and forwarding is Columbia Pacific's request for 79 calendar days time extension. Below is our analysis of the events and the time involved.

I. The contractor requests 44 calendar days from 10/22/79 to 12/5/79 for delays to the pile driving operation caused by conflicts with the Pacific Northwest Bell telephone line and the Portland General Electric power lines. The following is a sequence of events covering this period.

1. The contract was awarded and the preconstruction conference was held October 10, 1979.
2. The contractor moved onto the project October 17, 1979.
3. Clearing for the power lines was completed October 19, 1979.
4. An on site meeting was held with the power company and the telephone company to determine the new location of their lines October 22, 1979.
5. PGE killed the power in the vicinity of the structure October 24, 1979.
6. Driving the sheet piling was started at bent 3 October 31, 1979. Because of the conflict with the telephone lines the contractor could only set up half the sheet piling.
7. The contractor moved his equipment to bent 2 and set up sheet piling November 1 thru November 15, 1979.
8. The telephone company completed moving their lines November 19, 1979.

A revision to the contract was sent to all planholders stating that the Pacific Northwest Bell telephone company would require 30 days after clearing to complete their work. The telephone company had their lines moved in less than 30 days so I recommend we allow the contractor no additional calendar days.

II. The contractor has requested 15 calendar days for delay caused by the prestressed beam being dropped and destroyed. The beam was dropped 4/29/80 and beams were set 5/14/80. The 15 days requested includes both setting days.

Dropping the beam was very unfortunate but this is not one of the reasons listed in section 108.09 of the standard specifications. I recommend no additional calendar days.

III. August 4, 1980 the deck finishing machine broke down 50 feet into the pour. About 30 feet of the deck had to be removed. The deck was completed August 13, 1980. The contractor has requested 9 calendar days for this delay because the machine was rented with a operator and not under his direct control.

Again this was very unfortunate but this is not one of the reasons listed in section 108.09 of the standard specifications. I recommend no additional calendar days.

IV. Price Agreement No. 2 for furnishing and installing 391 lineal feet for type 3-70 fence.

Since this is extra work and is covered by section 108.09 of the standard specifications, I recommend we allow the contractor 1 additional calendar day.

V. Price Agreement No. 5 was written to cover work and materials for additional riprap along the north bank outside the area covered by the contract. This work was done between 9/5/80 and 9/16/80. The contractor has requested that all this time be added to the contract. However, the contractor would have had to do the riprap at bent 2 which would have taken 4 days.

Since this is extra work and is covered by section 108.09 of the standard specifications, I recommend we allow the contractor 7 additional calendar days.

VI. Price Agreement No. 6 for removing and salvaging floor beams and moving trusses intact from the bridge site at Canby to the County yard at Barton. This work was done between October 9 and October 14, 1980.

Since this is extra work and is covered by section 108.09 of the standard specifications, I recommend we allow the contractor 5 additional calendar days.

VII. The contractor is requesting 10 additional calendar days because the moving of the Canby Telephone Company lines underground was not specifically covered in the plans and specifications. His first knowledge of this was at the preconstruction conference when the telephone company informed us that the telephone lines would be placed underground and the work would have to be co-ordinated with the contractor. When the bridge was opened to traffic, the grading & paving contractor had completed all work that could be done and moved off the job until Canby Telephone Company lines were moved underground. The following is a sequence of events covering this period:

1. 9/22/80 - New bridge open to traffic. Grading and paving subcontractors

completed all work that could be done and moved off the job until Canby Telephone Company lines were moved underground.

2. 9/24/80 - Canby Telephone Company started burying conduit and cable on the south end.

3. 10/2/80 - Grading subcontractor moved back on the job and started subgrade and slopes on the south end.

4. 10/7/80 - Canby Telephone Company completed their work on the north end and removed their lines next to the old bridge.

5. 10/9/80 - Gray Crane service removed the old trusses.

If you read the fine print you will note that drawing no. 34775 shows concrete culvert pipe under the impact panels for present and future utilities. Also, section 105 of the Special Provisions says the contractor should contact the county regarding the arragements with the utility companys.

I studied the plans and specifications before the job was let and I didn't know the phone line was going underground. I feel that anything that effects the critical path of the project should be spelled out in the specifications.

I recommend that the contractor be granted the 10 additional calendar days. Not allowable

SUMMARY:

The contractor has maintained a crew and made a reasonable effort to complete the work so I recommend the following calendar days be added to the contract:

1.	Power and telephone line obstruction	0	Calendar Days
2.	Dropping beam	0	"
3.	Finish machine breakdown	0	"
4.	P. A. No. 2 fencing	1	"
5.	P. A. No. 5 riprap	7	"
6.	P. A. No. 6 move old trusses	5	"
7.	Moving Canby Telephone Company lines underground	10	"
	Total	23	Calendar Days

AAG/rdf
Enc.
cc: File

903

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISIC

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Molalla River(Goods)Bridge

WEEK ENDING: 11/15/80

SECTION PREFIX: 103-1010

HIGHWAY: FAS A882 (Co. Rd. "Canby/Marquam Hwy)

COUNTY: Clackamas

NAME OF JOB: Molalla River (Goods) Bridge

KIND OF WORK: Grading, Paving & Structure

CONTRACTOR: Columbia Pacific Construction Co.

CONTRACT NUMBER: 9035

FEDERAL AID PROJECT NUMBER: RS-A882(2)

DATE OF CONTRACT: 10/10/79

DATE WORK STARTED: 10/17/79

ESTIMATED COMPLETION DATE: 11/7/80

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 360 CD

CALENDAR DAYS USED 383

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 106

PROJECT AUTHORIZATION $1,059,029.91

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING $975,053.97

ENGINEERING AUTHORIZATION $83,975.94

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $974,821.00

ENGINEERING COST TO DATE $83,643.49

DATE PROJECT WAS COMPLETED: 11/7/80

ESTIMATED PERCENT OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 100 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	Aggr. Shldrs. GRADING	CTB SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Class "B" PAVING
MILES IN PROJECT	.36	.36			.36
MILES PARTIALLY COMPLETED	.36	.36			.36
MILES COMPLETED	.36	.36			.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)	450 Ton	2,000 Ton			1,150 Ton
TOTAL QUANTITIES CORRECTED TO DATE	479 Ton	2062 Ton			1208 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	479 Ton	2,062 Ton			1,208 Ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete	Complete			Complete
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1515A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Ptly Cldy Showers			Project Complete 11/7/80
MONDAY 10	Foggy Cold			
TUESDAY 11	Foggy Ptly Cldy			
WEDNESDAY 12	Foggy Clearing			
THURSDAY 13	Foggy Clearing			
FRIDAY 14	Cldy Showers			
SATURDAY 15				

RECEIVED
NOV 17 1980
CONSTRUCTION BRANCH

Keasey
Jackmon
Hopkin
Williams
Johnsen
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	No Activity.
MONDAY 10	No Activity.
TUESDAY 11	No Activity.
WEDNESDAY 12	No Activity.
THURSDAY 13	No Activity.
FRIDAY 14	No Activity.
SATURDAY 15	No Activity.

REMARKS

Project Complete 11/7/80.

SIGNED Art Gottfried LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

#9035

October 10, 1980

Schwabe, Williamson & Wyatt
Attorneys at Law
1200 Standard Plaza
Portland, OR 97204

CON 5
#9035

Attention: Dave Axelrod

Gentlemen:

Per our telephone conversation of yesterday, I am attaching two copies of an Assignment of Retainage Form which has been prepared by our Chief Counsel concerning Contract No. 9035.

This assignment form should be filled out and signed by the contractor and the surety. Please return both copies to us at 121 Transportation Building, Salem, OR 97310 for processing.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fbn
Att.

bc Jack Sollis
C. T. Kessey
Bob Church
Jan Peterson

STATE OF OREGON-HIGHWAY DIVISION
ASSIGNMENT OF RETAINAGE

FOR THE CONSIDERATION OF ____

($______________) Dollars, to ________________________ paid, Columbia Pacific Construction Co., hereby sell, assign, and transfer all retainage on Contract No. 9035 executed into on October 22, 1979, between the State of Oregon, by and through its Department of Transportation, Highway Division, to The Aetna Casualty and Surety Company and authorize and empower said The Aetna Casualty and Surety Co. to act as agent for Columbia Pacific Construction Co., and in its name, place and stead, to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said retainage and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and if the same is honored, either in whole or in part, by the State Highway Division such action by the Division shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this ___ day of ________________, 19_____.

____

____

Executed in the presence of us as witnesses:

____

____

SCHWABE, WILLIAMSON, WYATT, MOORE & ROBERTS
ATTORNEYS AT LAW
1200 STANDARD PLAZA
1100 S. W. 6TH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 222-9981
CABLE ADDRESS "ROBCAL"
TELEX-151563
TELECOPIER-235
CALVIN N. SOUTHER
1906-1979

BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
WENDELL WYATT
GORDON MOORE
KENNETH E. ROBERTS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
ROCKNE GILL
JOHN R. FAUST, JR.

JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
ROBERT G. SIMPSON
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR.
PAUL N. DAIGLE
KENNETH D. RENNER
KENNETH E. ROBERTS, JR.
DONALD JOE WILLIS
J. LAURENCE CABLE
MICHAEL D. HOFFMAN
JAMES D. HUEGLI
HENRY C. WILLENER
TERRY C. HAUCK

MARK H. WAGNER
JOHN G. CRAWFORD, JR.
NEVA T. CAMPBELL
JOHN E. HART
ROGER A. LUEDTKE
ROY D. LAMBERT
W. A. JERRY NORTH
JAMES T. WALDRON
ROBERT D. DAYTON
DAVID W. AXELROD
ANCER L. HAGGERTY
DELBERT J. BRENNEMAN
ROBERT W. NUNN
JAMES E. BENEDICT
WILLIAM H. REPLOGLE
LAWRANCE L. PAULSON
STEVEN H. PRATT

DONALD A. HAAGENSEN
RUTH WAXMAN HOOPER
RALPH V. G. BAKKENSEN
ELIZABETH K. REEVE
CHARLES R. MARKLEY
ROBERT A. STOUT
DANIEL F. KNOX
JAN K. KITCHEL
PAUL R. BOCCI
GUY C. STEPHENSON
MARK A. VON BERGEN
PAUL D. DEWEY
JAMES M. FINN
DENNIS S. REESE
EUGENE L. GRANT
KATHERINE H. O'NEIL

FORREST W. SIMMONS
OF COUNSEL

October 9, 1980

HAND DELIVERED

Commission Services
State of Oregon
Department of Transportation
Highway Division
Room 121
Transportation Building
Salem, Oregon 97310

ATTENTION: Mr. Robert Gormsen

RE: Contract No. 9035/Mollala River (Goods Bridge)
§ Highway FAS A882; General Contractor:
Columbia Pacific Construction Co.

Dear Mr. Gormsen:

This firm represents Aetna Casualty & Surety Company. Aetna posted the statutory payment and performance bond on behalf of Columbia Pacific Construction Co. in connection with the performance of the above-referenced contract.

Aetna has received notice of at least two possible bond claimants, Morse Bros. Prestress, Inc. and Campbell Crane & Rigging Service, Inc. The amount of the alleged claims will exceed the 5% retainage which your Department is required to withhold. I am advised that the project is nearing completion which might permit release of the retainage to Columbia Pacific. Of course, the retainage from the contract must first be applied to any valid, proven claims which Aetna as the statutory surety may be required to honor.

As the statutory surety on the above-referenced project, Aetna directs you and the Department of Transportation to withhold any disbursement or assignment of all or any portion of the contract retainage until all claims arising out of the performance of the above-referenced contract have been resolved or you have received Aetna's consent to the disbursement or assignment of the retainage. In the event of your Department's unauthorized disbursement of contract retainage, Aetna will look to you and the Department to compensate it for any loss which it may incur.

Thank you.

Very truly yours,

DAVID W. AXELROD

DWA:cv

cc David Berentson

#703 - 5464

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 28 1980
NORMA PAULUS
SECRETARY OF STATE

August 26, 1980

IN REPLY REFER TO
FILE NO.:

CON 5
#9035

RECEIVED
AUG 29 1980
COMMISSION SERVICES

FILED
AUG 28 1980
NORMA PAULUS
SECRETARY OF STATE

Mr. Mitchell C. Wall
Wall and Wall
Attorneys at Law
500 N.E. Multnomah
Portland, OR 97232

Dear Mr. Wall:

This will acknowledge receipt of your letter of August 14 with attached Notice of Bond Claim on behalf of Campbell Crane and Rigging Service, Inc., indicating that Columbia Pacific Construction Company owes them $43,629.77 plus service charges and interest for providing cranes and operators.

The claim states this is in reference to the Columbia Pacific Construction Company Contract No. 9035 for work on the Molalla River (Goods) Bridge in Clackamas County.

The Aetna Casualty and Surety Company furnished the bond on this contract. We will advise the surety of the receipt of this claim. We note that you have forwarded it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

RW Gormsen

Robert W. Gormsen
COMMISSION SERVICES

Noted on Card
9-2-80 dmc

dmc

cc: Columbia Pacific Construction Co.
P. O. Box 1244
Lake Oswego, OR 97034

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
200 S.W. Market Street
Portland, OR 97201

Secretary of State

P.S. The attached claim appears to have already been filed with you directly by the attorney. Please advise us of your File No. and the date filed on the enclosed copy of this letter.

WALL & WALL, P. C.
ATTORNEYS AT LAW
SUITE 686
LLOYD FIVE HUNDRED BUILDING
500 N. E. MULTNOMAH
PORTLAND, OREGON 97232

ROBERT C. WALL
MITCHELL C. WALL
MARILYN M. WALL

TELEPHONE
(503) 238-0333

August 14, 1980

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mrs. Norma Paulus
Secretary of State
State of Oregon
Salem, Oregon 97310

Department of Transportation
State of Oregon
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: Campbell Crane and Rigging Service, Inc.
Notice of Bond Claim
Columbia Pacific Construction Co., Contractor
Contract #9035

Dear Mrs. Paulus and Gentlemen:

Enclosed is a formal Notice of Bond Claim against the bond of Columbia Pacific Construction Co. in the above matter for filing.

Very truly yours,

WALL & WALL, P.C

Mitchell C Wall

Mitchell C. Wall

MCW:aej

Enclosures

RECEIVED
STATE HWY ENGR
AUG 15 '80
REFER TO
Bowman
FOR

Info	Inves	R/D	D/R	Sep	Act	File
					X	

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
AUG 18 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF BOND CLAIM

August 14, 1980

Pursuant to ORS 279.528, the undersigned submits the following claim against the bond of contractor.

TO: DEPARTMENT OF TRANSPORTATION
OF THE STATE OF OREGON--
OREGON STATE HIGHWAY DIVISION

Notice hereby is given that the undersigned, Campbell Crane & Rigging Service, Inc. ("Campbell") has a claim for providing cranes and operators to work on and transportation of the same to and from the Molalla River (Goods) Bridge project in Clackamas County Oregon as evidenced by Campbell's Invoice Numbers 0701 in the amount of $5,824.50, 0702 in the amount of $8,879.50, and 0743 in the amount of $28,925.77, all three totaling $43,629.77 against the bond taken from the Columbia Pacific Construction Co. as principal and the Aetna Casualty and Surety Company as surety upon the bond, for the work of Columbia Pacific Construction, Co., a prime contractor on the project heretofore described as the Molalla River (Goods) Bridge Project, Oregon State Highway Division Contract #9035.

Campbell Crane and Rigging
Service, Inc.

By ____________________
Capacity Pres.

Together with service charge of 1-1/2% per annum from 8-1-80 and interest on the principal plus service charge in the amount of 9% from 8-1-80.

70-5

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH 98174
PHONE (206) 442 5864

16590
Serial 666
6 December 1979

State of Oregon
Department of Transportation
Highway Division
ATTN: Mr. E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch
Transportation Building
Salem, OR 97310

RE: Mollala River, Mile 6.0
Goods Bridge, Falsework Approval

Gentlemen:

Your Falsework Application of 28 November 1979 to construct cofferdams at Bents 2 and 3 of the Goods Bridge replacement structure has been reviewed and is approved as proposed.

It is requested that this office be notified as to the approximate time of installation and removal of the cofferdams.

Your cooperation is appreciated.

Sincerely,

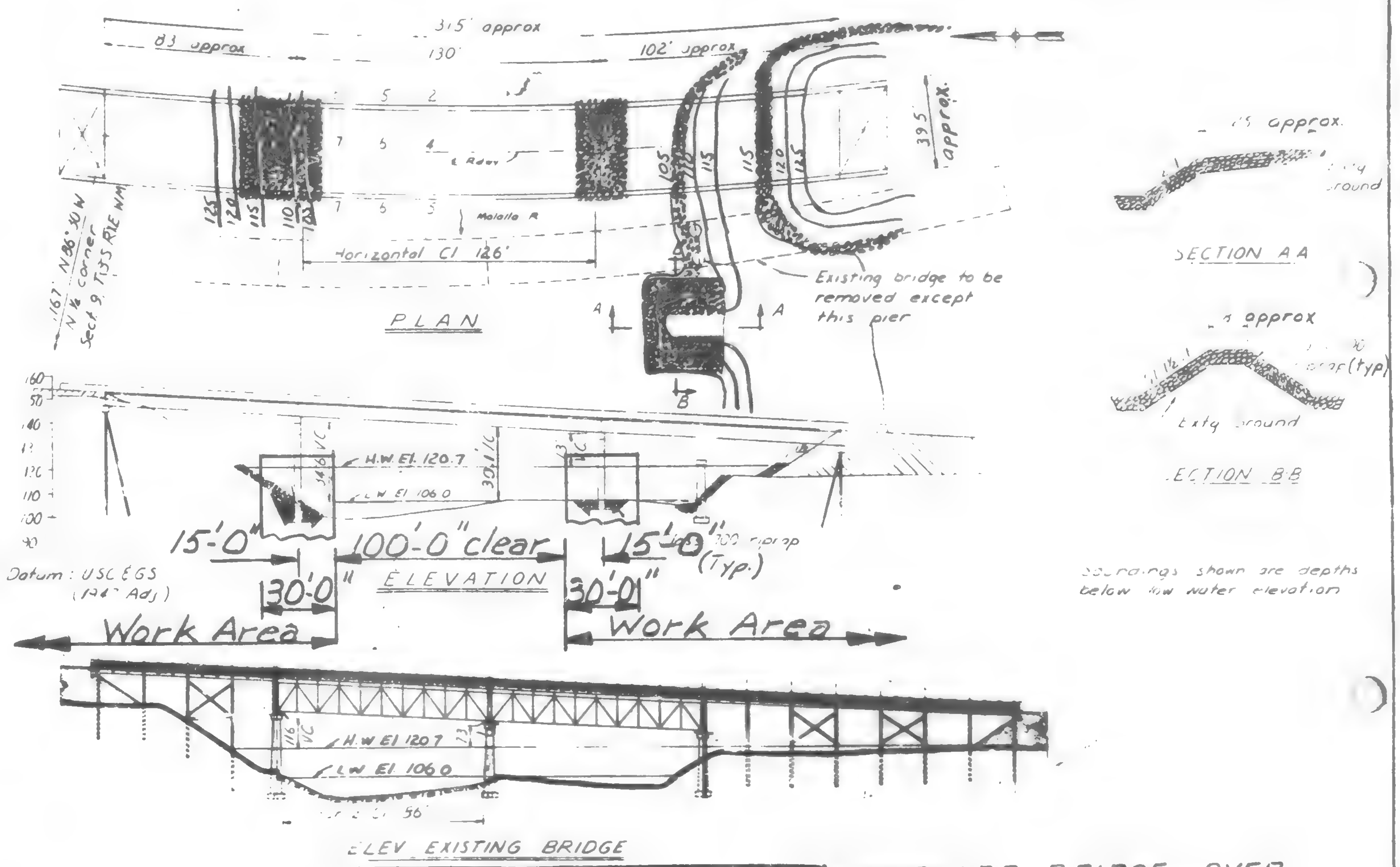
J. H. HOLMEAD III
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Falsework Approval

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
DEC 12 '79
REFER TO
FOR
Info | Invec | R/D | D/R | Sign | Act | File

Orig to Grant
w/encl
12-12-79


315' approx
83' approx
130'
102' approx
125
120
115
110
105
Molalla R
Horizontal Cl 126'
167' N86°30'W
N ¼ corner
Sect. 9, T.3S R1E WM
39.5' approx.
PLAN
A
B
Existing bridge to be removed except this pier
H.W. El. 120.7
L.W. El 106.0
34.6' VC
30.1' VC
15'-0"
100'-0" clear
15'-0" (Typ.)
30'-0"
30'-0"
ELEVATION
Datum: USC&GS
Work Area
Work Area
116' VC
ELEV. EXISTING BRIDGE
SECTION AA
SECTION BB
Extg ground
approx
Soundings shown are depths below low water elevation
0 20 40 60 80 100
Scale Ft

Plans approved as shown.

Date

Commander
13th Coast Guard District
915 Second Avenue
Seattle, Washington 98174

By direction of the District Commander

PROPOSED BRIDGE OVER
MOLALLA RIVER

River Mi. 6.0 Canby-Marquam Hwy
Clackamas County Oregon
APPLICATION BY
Clackamas County
Mar. 1, 1979 Sheet 3 of 3

1035

CON 5
9035

November 28, 1979

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Falsework Permit
Molalla River (Goods) Bridge
River Mile 6.0
Bridge 1515A, CON 9035

On July 26, 1979 your office issued Permit No. 102-79 for construction of the Molalla River (Goods) Bridge.

A contract for construction of the bridge was awarded on October 10, 1979. The contractor will need to place cofferdams at Bents 2 and 3 in order to perform this work. A drawing showing size and location of the cofferdams and reduced construction clearance is enclosed.

Issuance of a falsework permit is requested.

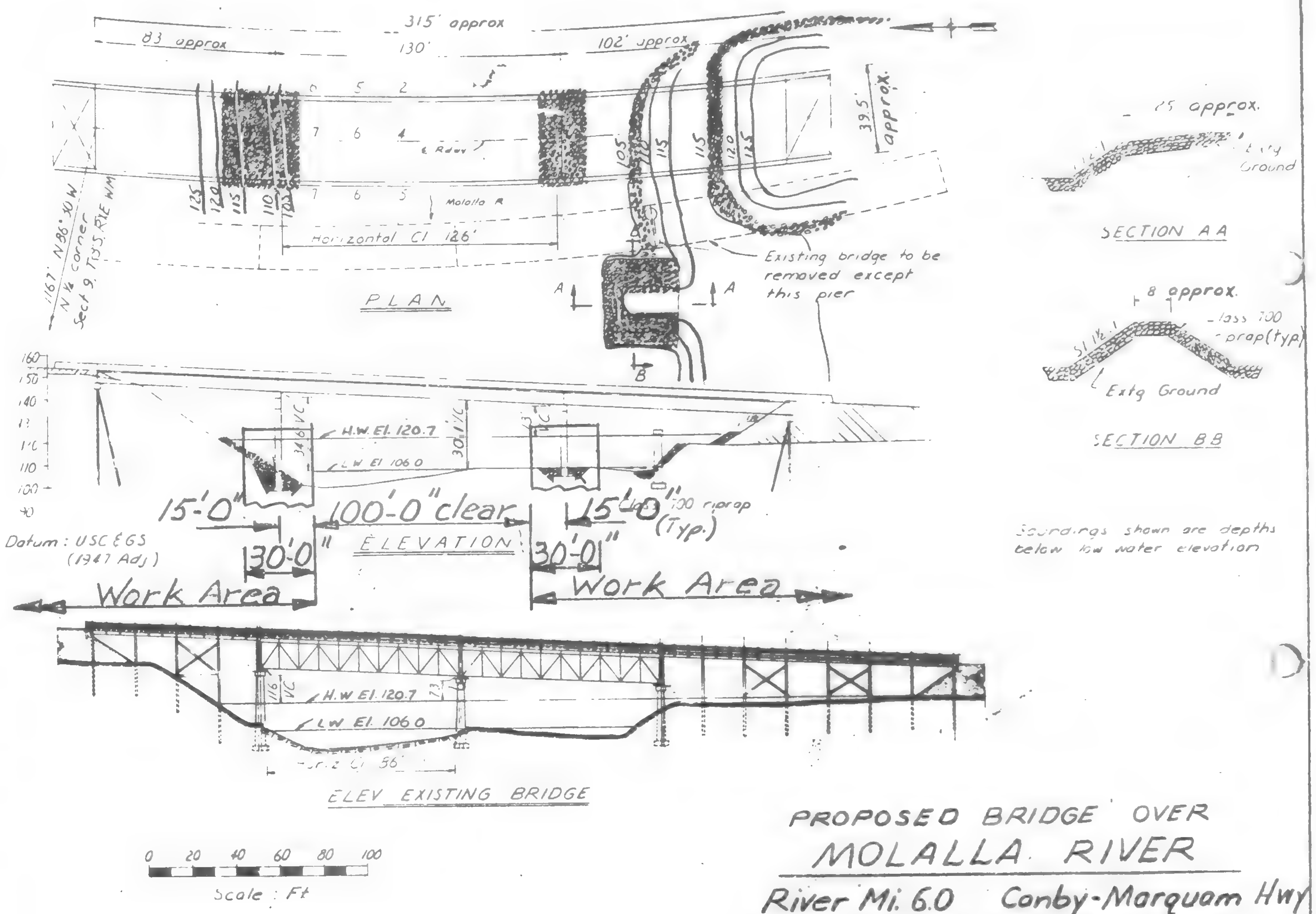
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter (enc.)
Walt Hart
C. O. Fredrickson "

PAA:dh ja


315' approx
83 approx
130'
102' approx
39.5' approx.
Horizontal Cl 126'
Molalla R
℄ Rdwy
1167' N86°30'W
N¼ corner
Sect 9, T3S, R1E WM
125
120
115
110
105
Existing bridge to be removed except this pier
PLAN
A
B
25 approx.
Extg Ground
SECTION AA
8 approx.
Class 100 riprap (typ)
Extg Ground
SECTION BB
H.W. El. 120.7
L.W. El. 106.0
34.6 VC
30.1 VC
15'-0"
100'-0" clear
15'-0" (Typ.)
Class 100 riprap
30'-0"
30'-0"
ELEVATION
Datum: USC&GS (1947 Adj)
Work Area
Work Area
Soundings shown are depths below low water elevation
116 VC
73
H.W. El. 120.7
L.W. El. 106.0
Horiz Cl 86'
ELEV EXISTING BRIDGE
0 20 40 60 80 100
Scale: Ft

PROPOSED BRIDGE OVER
MOLALLA RIVER
River Mi. 6.0 Canby-Marquam Hwy
Clackamas County Oregon
APPLICATION BY
Clackamas County
Mar. 1, 1979 Sheet 3 of 3

7055

September 21, 1979

John C. McIntyre
Director of Environmental Services
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Winston Kurth
County Engineer

Gentlemen:

On September 20, 1979, the lowest bidder on the Molalla River (Goods) Bridge Section of Canby/Marquam Highway was Columbia Pacific Const. Co., Lake Oswego, Oregon, which bid is approximately 13.9% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project the following advance deposit is required.

Bid Items	$	931,666.00
Striping	$	300.00
On-the-Job Trainee		800.00
Sediment Removal		300.00
4 1/2% Contingencies		41,987.97
9% Engineering		83,975.94
ESTIMATED TOTAL COST		$1,059,029.91

Rec'd 10-10-78
Informed Phil Stearns and Steve McNabb

County's Advance Deposit:
12% of $1,059,029.91 = $127,083.59 or say $127,080.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 12, 1979.

Please make your check for $127,080, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

RHP:pf
bcc w/AD # 685: Region 2 Federal Aid Specialist
Vera Skoog - Please return completed AD # 685
when check is received.

903E

7

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-882(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80128

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, OSHD
Salem, Oregon

10-16 grig

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO Moehring
FOR
Info | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 10-11-79

FEDERAL ROUTE NUMBER: Secondary 882

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

Molalla River (Goods Bridge) Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program change - see below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-18-79, I approve the program change revising the TEC for preliminary engineering to $67,500 with Federal participation limited to $57,915. (Increase TEC $17,500 - Federal funds $15,015) It should be noted that preliminary engineering charges are not eligible after 8-29-79.

DATE: 10-11-79

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-78) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-818

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

103

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-A882(2)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 80128

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENG
SEP 26 '79
REFER TO
FOR
Info | | | | | Act | File

DATE PS & E APPROVED 7-13-79

DATE AUTHORIZATION EFFECTIVE 8-29-79

FEDERAL ROUTE NUMBER Secondary 882

STATE ROUTE NUMBER County Road

9-28

GENERAL LOCATION:

Molalla River (Goods) Bridge

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr Rod Henry dated 8-21-79 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 8-29-79

SIGNATURE OF APPROVING OFFICIAL Walach

TITLE for Division Administrato

ORM PR-1240
EV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9035

August 20, 1979

FILES

Harold Reynoldson
Harold Reynoldson
Rural Programs Engineer

Molalla R. (Goods) Br. Section
(County Road FAS-A 882)
Canby - Marquam Highway

Phil Stearns informed me that Clackamas County has authorized the matching funds for $990,000 for this project.

HR:fko

cc: Bill Cole

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer

DATE: August 6, 1979

FROM: R. W. Ellison
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT:
Molalla R.(Goods) Bridge
Canby-Marquam Highway
Bridge 1515A
Coast Guard Permit

Enclosed for your file is a copy of the Coast Guard Permit and letter of transmittal for the subject project. The second copy is to be forwarded to the County. Please note that the Coast Guard requires a notice of commencement and the usual monthly status reports. They use this information to notify mariners of the activity at the bridge site.

Please have that information sent to this office for forwarding to the Coast Guard along with other data. The notice of commencement should be sent to us two weeks before the start of construction. The monthly status reports should reach this office about the 29th of each month. The status reports can be two copies of the permit drawing (plan and elevation) marked in red to show work completed and blue to show work anticipated during the next six weeks.

Encl.

cc ~~E.~~ S. Hunter
D. H. Moehring /w/ encl.
J. H. Versteeg /w/ encl.
Gary Potter

RWE:smd

RECEIVED
TECHNICAL SERVICES

AUG 7'79

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-125-1387

1035

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A882(2)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80128

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 17'79
REFER TO [illegible]
FOR

7-17
[illegible]

DATE PS & E APPROVED	7-13-79
DATE AUTHORIZATION EFFECTIVE	7-13-79
FEDERAL ROUTE NUMBER	Secondary A882
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Molalla River (Goods) Bridge Section

GENERAL DESCRIPTION OF WORK:

One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 10, 1979, letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $980,000 - Federal Funds $863,870, in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Hoasner	for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

May 9, 1979

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 6647

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the construction of the Molalla River (Goods) Bridge Section of the Canby-Marquam Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Project Management (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition

Number	Name	Consideration
19871	Biencourt, Yvonne	$ 4,000.00
50119	Green, Frances C.	69,500.00
50123	Wagner, Richard C. & Meredith J.	74,400.00
50137	Leppla, David D. & Judy A.	48,500.00
50139	Barnard, Melvin P. & Mildred H.	60,950.00
50252	Bedard, Joseph A. et al	1,800.00
50466	Lamm, Lynn F. & Francis Larie	150.00
	7 Transactions	$259,300.00

(2) A preliminary engineering and construction-finance agreement with Clackamas County for construction of the Molalla River (Goods) Bridge Section of the Canby-Marquam Road (formerly a state secondary highway). The State will design and construct the project using State's Federal Aid Secondary Funds with all match money for construction to be provided by Clackamas County. (Local Government)

(3) Letter-form agreement with Washington County Fire District No. 1 covering installation of emergency vehicle pre-emption devices on traffic signals at the Progress Interchange Section of the Scholls Highway. Federal Aid Urban System Funds are to be used with the State and Fire District each providing one-half the required matching monies. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 24 day of April, 1979

Glenn L Jackson

Glenn L. Jackson, Chairman
Oregon Transportation Commission

4-20-79

APPROVED

STATE HIGHWAY ENGINEER

4/20/79

Vic Atiyeh

April 25, 1979

Mr. Patrick J. Keough
Chief, Planning Branch
Portland District
Corps of Engineers
P. O. Box 2946
Portland, OR 97208

trans
MAY 6

Attention Mr. Richard Gamble
Advance Engineering Section

Dear Sir:

In response to your April 13 letter requesting an analysis of the erosion activity of the Molalla River in the vicinity of Goods Bridge, the following (developed by our Hydraulics Section) is presented for your consideration:

A considerable amount of erosion has occurred along the left bank upstream from the bridge on Mr. Kozlowski's property. The soils involved in this field are river-laid sands and silts underlain with gravels. The loss of bank probably occurs during the recession stage of a high-water period when the stage of the river falls more rapidly than the level of the ground water in the adjacent bank. With an increased gradient of the water table at the bank face, instability results in the bank soils with accompanying slumping and loss of bank.

This river has a history of meandering, as is quite evident in available aerial photography. Over recent years several loops and oxbows have been cut off, the channel straightened out in many reaches, and a general straightening of the river with an overall increase in the gradient with increased river velocities. The river, in re-establishing its equilibrium, has begun to meander again at various locations and, unfortunately, this previously quite stable reach is now being subjected to the process.

During high-water periods there is an overtopping of the roadway south of the existing bridge from floodwaters which leave the river channel about River Mile 8.5 and travel along the base of the hills along the southerly boundary of the floodplains. They enter a creek channel which feeds these floodwaters toward the area of road overflow at Mr. Kozlowski's property. During the December 1964 flood, the road was washed out along the downstream side and large holes scoured out immediately downstream of the roadway. In January 1974, two cars were washed from the roadway into the field downstream and their occupants had to be rescued by jet boat since high velocities prevented any other means of bringing them to safety.

In 1959 a rather sharp meander of the river existed about one-third mile easterly of Mr. Kozlowski's house. There apparently was an imminent danger that the river would break out at this point into an adjacent channel which would lead directly to the point of road overflow, so the local people took it upon themselves to straighten the river channel by cutting directly across this meander pattern, thereby eliminating the problem. Because of a recent increase in erosion activity which is sharpening up a river curve about River Mile 6.7, there appears to be a danger that the channel could once again enter the previous meander channel discussed above. Should this happen, there appears to be a high probability that a breakthrough could occur, sending more water toward the road overflow section. With this increased flow attacking the road, loss of roadway could occur as well as possible loss of life to any unfortunate drivers caught by the floodwaters. Under an extreme flood, a new river channel could conceivably be created through the overflow reach.

Considering the present direction being taken in the meander pattern, there does not appear to be any danger to the bridge structure itself; instead, the problem seems to be that the bridge would be isolated through loss of roadway to the south. Anything can happen, however, and should erosion of the bank bring it close to the approach fill, remedial steps could be taken at that time to protect the fill with riprap as was done at the Red Bridge location on the Pudding River.

The position of the proposed riprap levee extending from the bridge upstream and curving inland should be of sufficient length to extend easterly and southerly far enough to prevent a breakthrough from the old meander mentioned above should the channel return to it. It is suggested that some protective measures be taken along the outside of the moving channel near River Mile 6.7 to halt the pattern now developing which is creating the condition downstream at the Kozlowski property. The proposed revetment project would protect the highway facility.

Thank you for the opportunity to comment on the erosion activity and its effects on Goods Bridge. If you should wish additional information, please contact Richard Lenz, Hydraulics Engineer, Room 24 Transportation Building, Salem, Oregon, 97310; telephone 378-6569

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
J. H. Versteeg (enc.)
Walt Hart "
F. E. Terpin
R. L. Lenz
R. L. Schroeder "
C. O. Fredrickson "

RLL:ge/ESH:ja

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-2

13 April 1979

Mr. E. S. Hunter, Assistant
State Highway Engineer
Oregon State Highway Division
Technical Services Branch
27 State Highway Building
Salem, OR 97310

Dear Mr. Hunter:

This letter is a follow-up to a 10 April 1979 meeting between members of your staff and Richard Gamble of this office. Mr. Richard Lenz of your organization should be contacted for information regarding the meeting. The stability of Molalla River in the vicinity of Goods Bridge was discussed.

The left bank immediately upstream of Goods Bridge, which had been stable for decades, has recently been suffering progressive erosion. The Molalla River District Improvement Company has asked for Corps assistance in stopping the erosion. It appears that this erosion poses a threat to Goods Bridge as well as locally owned land and improvements.

We ask that your office analyze the erosion activity in order to determine if you can sanction a Corps bank stabilization project that includes protection of Goods Bridge as a benefit. We would coordinate project design with your office.

Your consideration in this matter is appreciated. Please call Richard Gamble of Advance Engineering Section, 221-6479, if you should desire additional information.

Sincerely yours,

PATRICK J. KEOUGH
Chief, Planning Branch

RECEIVED
TECHNICAL SERVICES
APR 16 '79
REFER TO
Perkins
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

By April 19th

RECEIVED
APR 16 1979
LOCATION
SECTION

9035

Clackamas Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

April 24, 1979

FILE: 103-1903

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Molalla River (Goods) Bridge

TO: Hal Versteeg
ENGINEERING SECTION

Subsequent to an April 23, 1979 meeting of ~~Clackamas County~~ Engineer, Winston Kurth, Dick Nelson and property owner on the subject project, a revision of right of way description is recommended.

East side right of way to be limited to that area required by fill slopes and/or structural support; area between this limit and the limits as currently proposed to be covered by temporary construction easement.

REGION 2 ENGINEER
RECEIVED
APR 26 1979
RLE RE RCE RME RTE ULE GEO ENV

REN:COF:bn

1 Versteeg ✓
Anderson
? 3 Christensen Doc
Olson
Sullivan
Terpin
Trout
2 Wakerlig

RECEIVED
APR 27 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

REFERRED TO
Beard
✓ Cole WEC
Eriksen
Hager
Stoudenmeyer
Sample
Watson
Dorn
Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9035 Fi. 882

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 20, 1979

FROM: Perry A. Crosley
Right of Way Agent

SUBJECT: Molalla River (Goods Bridge)
Canby - Marquam Hwy
Clackamas County

TO: Rod Henry
Assistant Right of Way Manager
State Highway Building
Salem, OR 97310

As you can see by the attached copy of a letter from the Oregon Division of State Lands, another Right of Way file might have to be opened because the Land Board may own the river bottom. I will not file an application with the Division of State Lands until I receive word that a file will be opened or unless I hear from you otherwise.

A copy of this letter is being concurrently sent to Title, Description, and Design.

PAC:ns
cc: Tony Viducich
W. H. Wakerlig
Wilfred Cole

REFERRED TO
✓ Beard W.E.C. Staudenmeyer
Cole Sample
Ericksen Watson
Hauer Dunn Lou
Return Drawings Do Fi Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
APR 24 1979
ROAD DESIGN SECTION

Versteeg
Anderson
/ Christensen
Olson
Sullivan
Terpin
Trout Copy
Wakerlig

Do Not File ☐
Return To
Bring Up /
Action

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

April 19, 1979

OREGON STATE
LAND BOARD
VICTOR ATIYEH
[redacted]
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

Oregon Department of Transportation
Perry A. Crosley, Right of Way Agent
Oregon State Highway Division
205 East Salem Highway Building
Salem, OR 97310

Dear Mr. Crosley:

Re: Proposed replacement of
Goods Bridge across the
Molalla River

OSHD Permit No. 253

This is to inform you that the project outlined in the above-referenced permit will require an easement from the Division of State Lands.

In order to prepare the necessary documents, we will need a legal description of the center line of the proposed bridge. Enclosed are application forms. Please complete and return one copy of the application to this office.

If you have any questions, please call me at 378-3805.

Sincerely,

WILLIAM S. COX
Director

Boston L. White
Waterway Leasing Agent

BLW:kl

Enclosures

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE (206) 442 5864

16591
Serial 140

MAR 14 1979

In reply refer to
Proposed Replacement Bridge
Molalla River Mile 6.0
near Canby, Oregon

PUBLIC NOTICE NO. 79-N-07

BRIDGES

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District from the State of Oregon, Department of Transportation, Highway Building, Salem, Oregon 97310 for approval of location and plans to construct a new fixed, replacement bridge across a navigable waterway. The application is made in accordance with Section 9 of the Rivers and Harbors Act of March 3, 1899.

WATERWAY AND LOCATION

Molalla River Mile 6.0, near Canby, Oregon

CHARACTER OF WORK

The applicant proposes to replace the county-owned fixed bridge at this location. The new fixed bridge will be slightly upstream from the existing structure. The old structure will be removed down to the ground line except for the pier noted on the drawings. This pier will tie into both the riprap for the new bridge and the riprap for the small groin and help to protect the new structure. The vertical and horizontal clearances of the proposed bridge will be greater than the existing bridge. Navigation clearances to be provided will be:

Horizontal - 126 feet

Vertical - 13 feet at High Water Elev. 120.7
27.7 feet at Low Water Elev. 106.0
(An additional 6.9 feet is available adjacent to the north pier)

ENVIRONMENTAL CONSIDERATIONS

The applicant prepared an environmental checklist for the project which indicates the project is a non-major federal action. FHWA has concurred with the applicant that the project is non-major. The declaration of non-significance is available for review at the offices of the applicant and at the office of Commander (oan), Thirteenth Coast Guard District. The Coast Guard also considers the project non-major for purposes of the National Environmental Policy Act of 1969 because it is reconstruction of an existing bridge on essentially the same alignment and location. The project will be investigated for compliance with other environmental protection laws, including Section 4(f) of the Department of Transportation Act, Section 106 of the National Historic Preservation Act, etc. A separate permit under Section 404 of the Federal Water Pollution Control Act, as amended, may be required by the U. S. Army Corps of Engineers for placement of fill material.

SOLICITATION OF COMMENTS

Interested persons are requested to express their views, in writing, on the suitability of the location, the effect on the environment and the adequacy of the navigation clearances, giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the project. Comments will be received for the record at the office of Commander, Thirteenth Cast Guard District (oan), 915 Second AVenue, Seattle, WA 98174 through 23 April 1979.

BASIS FOR DECISION

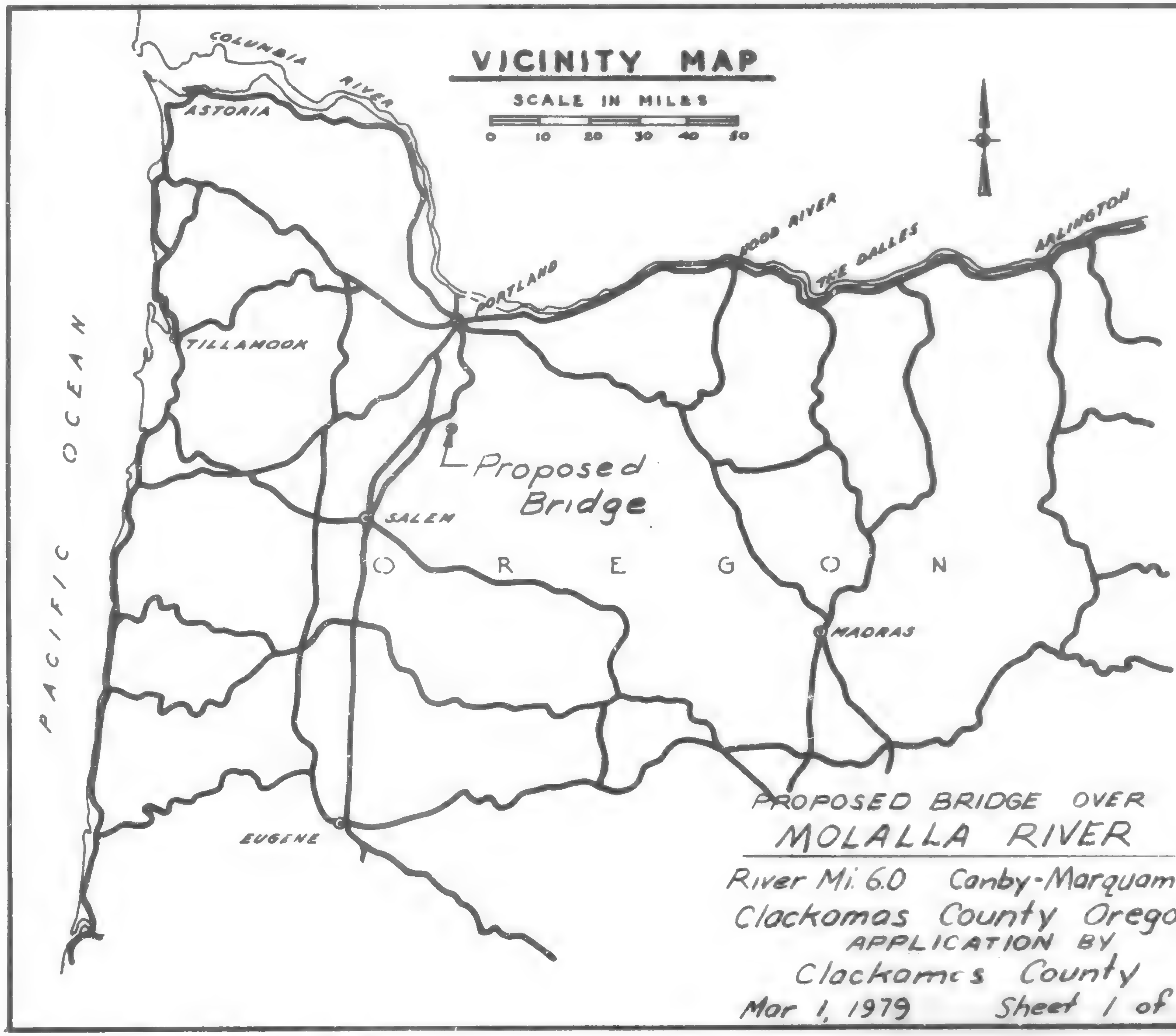
The decision as to whether or not approval will be granted to the location and plans for the proposed bridge is dependent upon the impact of the bridge on navigation and the quality of the human environment. Factors such as the presence or absence of wildlife and waterfowl refuges, public parks, and historic sites as well as the potential for pollution, etc., will be made a part of the record and will be considered in determining whether or not it would be in the best poublic interest to grant approval.

This Notice consists of two pages, three sheets of drawings and one sheet Public Notice by the Oregon Department of Environmental Quality.

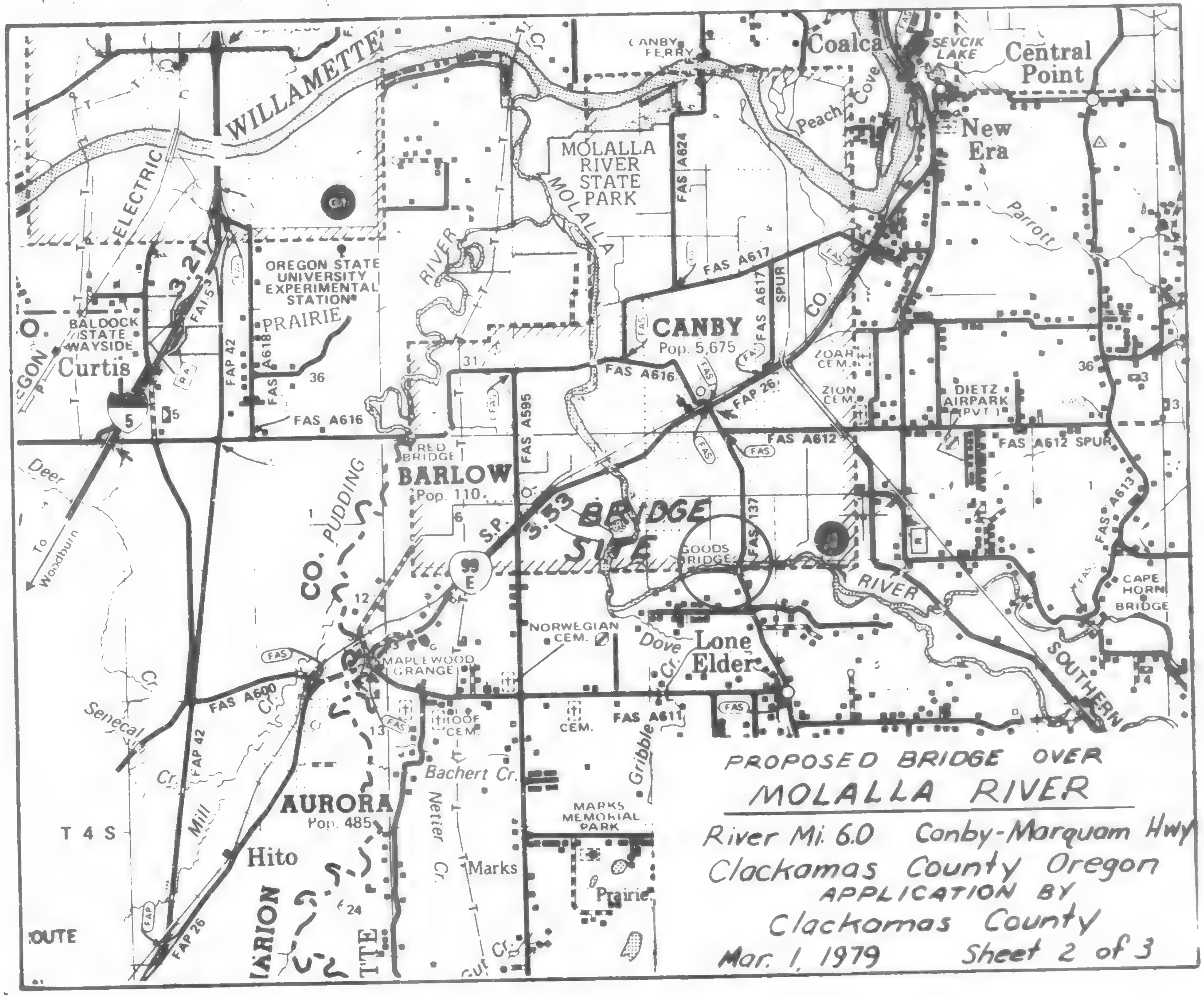
A. D. GRANTHAM
Captain, U. S. Coast Guard
Chief, Operations Division, Acting
By direction of the District Commander

Encl: (1) Drawings (3)
(2) P/N Oregon DEQ

VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
COLUMBIA RIVER
ASTORIA
TILLAMOOK
PACIFIC OCEAN
PORTLAND
HOOD RIVER
THE DALLES
ARLINGTON
Proposed Bridge
SALEM
OREGON
MADRAS
EUGENE

PROPOSED BRIDGE OVER
MOLALLA RIVER
River Mi. 6.0 Canby-Marquam Hwy
Clackomas County Oregon
APPLICATION BY
Clackomas County
Mar 1, 1979 Sheet 1 of 3


WILLAMETTE
ELECTRIC
3.21
FAI 5
BALDOCK STATE WAYSIDE
Curtis
5
FAP 42
FAS A618
FAS A616
OREGON STATE UNIVERSITY EXPERIMENTAL STATION
PRAIRIE
36
MOLALLA RIVER STATE PARK
MOLALLA
RIVER
FAS A624
CANBY FERRY
Coalca
SEVCIK LAKE
Central Point
Peach Cove
New Era
Parrott
FAS A617
SPUR
CO.
CANBY
Pop. 5,675
FAS A616
FAP 26
ZOAR CEM.
ZION CEM.
DIETZ AIRPARK (PVT)
FAS A612
FAS A612 SPUR
FAS A613
RED BRIDGE
BARLOW
Pop. 110
FAS A595
31
S.P.
3.53
BRIDGE SITE
GOODS BRIDGE
FAS 137
99 E
RIVER
CAPE HORN BRIDGE
SOUTHERN
Deer
To Woodburn
CO. PUDDING
12
MAPLEWOOD GRANGE
NORWEGIAN CEM.
Dove Cr.
Lone Elder
FAS A600
FAS A611
IOOF CEM.
CEM.
Gribble
Bachert Cr.
Senecal Cr.
Mill Cr.
AURORA
Pop. 485
Hito
Netter Cr.
Marks
MARKS MEMORIAL PARK
Prairie
T 4 S
MARION
24
FAP 26
Cut Cr.

PROPOSED BRIDGE OVER

MOLALLA RIVER

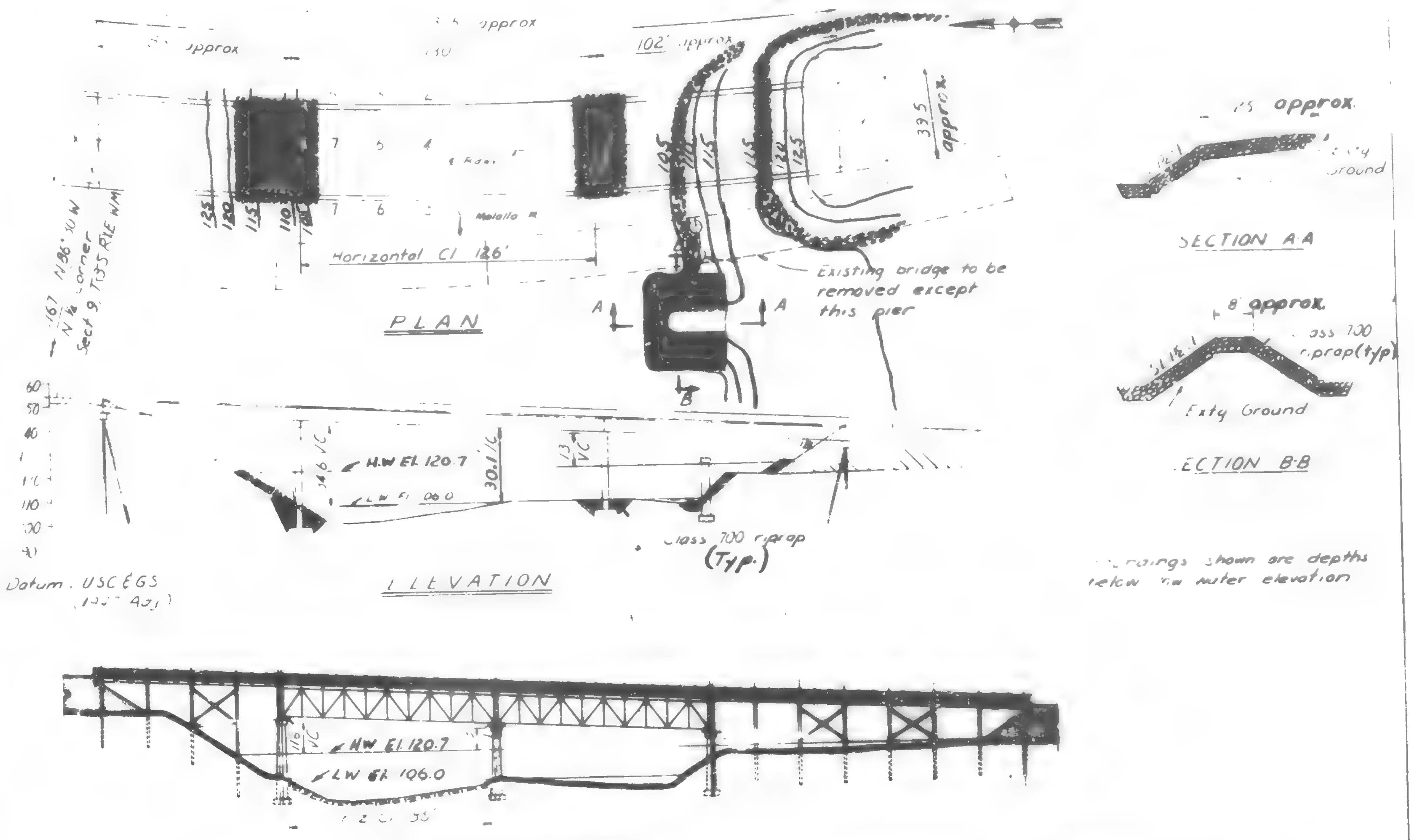
River Mi. 6.0 Canby-Marquam Hwy

Clackamas County Oregon

APPLICATION BY

Clackamas County

Mar. 1, 1979 Sheet 2 of 3


approx
130
102' approx
135
120
115
110
105
115
120
125
39.5 approx
Molalla R
Horizontal Cl 126'
Existing bridge to be removed except this pier
A
B
PLAN
167 N.86°30 W N ¼ Corner Sect 9, T.3S R1E WM
H.W El 120.7
LW El 106.0
34.6 VC
30.1 VC
13 VC
Class 700 riprap (Typ.)
Datum USC&GS
ELEVATION
approx.
SECTION A-A
8 approx.
Class 700 riprap (typ)
Exty Ground
SECTION B-B
Soundings shown are depths below low water elevation
11.6 VC
H.W El 120.7
LW El 106.0
ELEV EXISTING BRIDGE
0 20 40 60 80 100

PROPOSED BRIDGE OVER
MOLALLA RIVER
River Mi 6.0 Canby-Marquam Hwy
Clackamas County Oregon
APPLICATION BY
Clackamas County
Mar. 1, 1979 Sheet 3 of 3

NOTED
H. S. COULTER

Scott: Re: Navigability of Mollala R.
(Goode Br.)

The Coast Guard bridge permit system has one definition of navigability of rivers & streams and the Corps of Engrs 404 permit system has another definition.

The Coast Guard definition:

"... streams or other bodies of water ... which either in their natural or improved conditions, notwithstanding interruptions between navigable parts of such streams or waters by falls, shallows, or rapids compelling land carriage, are used or suitable for use for transportation of persons or property in interstate or foreign commerce including therein all such interrupting falls, shallows or rapids."

Also, "... navigable waters ... mean those waters of the U.S., including the territorial seas adjacent there to, the general character of which is navigable ...."

They also include any waters which historically have been used for commerce.

The Corps of Engrs and their 404 permit system are interested in any stream which has an average yearly flow of 5 cfs or more.

The Corps permit system covers many more streams than does the Coast Guard permit system.

The Coast Guard is interested in structures which cross their navigable waters.

The Corps are interested in dredged material taken from all waters of the U.S. (5 c.f.s. flow or more) or in fill material put into their waters

Bob Ellison
3/13/79

2nd C 79
C. Comms 6

15/5A

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE (206) 442 5864

16590
Serial 153
5 April 1978

State of Oregon
Department of Transportation
ATTN: Mr. R. W. Ellison
Administration Engineer
Structural Design Section
State Highway Building
Salem, OR 97310

Goods Br. # 1515

RE: Navigability Determination -
Molalla River

3/12 Ellison - What is basis of this determination? Is it connected in any way to definition in clean water act (See 404 permit)? #5C

Gentlemen:

Your letter of 9 December 1977 forwarding requested information concerning the Molalla River has been received and reviewed.

Based upon the information submitted, a site inspection and historical background search, it has been determined the Molalla River at mile 6.0, the site of the proposed replacement bridge, is a navigable water of the United States. Therefore, a Coast Guard bridge permit will be required for the proposed replacement bridge.

Your early application for a bridge permit will be appreciated.

Sincerely,

for

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Region 2 doing location
VM on about 6-678 if Region 2
Does not reduce the location staff.
If they loose people to construction
VM will be delayed - possibly
to first of year.

RECEIVED
MAR 13 1979
BRIDGE SECTION

Need CG permit drwgs as soon as possible.

4/7/78

RECEIVED
APR 7 1978
BRIDGE SECTION

NOTED
R. W. ELLISON

NOTED
G. THOMPSON

Copy to
Hotter
HandT
4-7-78
STMD

NOTED
H. S. COULTER

March 8, 1979

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Bridge Permit Application
Replacement Bridge
Molalla River near Canby, Oregon
Canby-Marquam Highway
Clackamas County
River Mile 6.0

Application is hereby made by the Highway Division of the Oregon Department of Transportation, as design consultant for Clackamas County, Oregon, for a permit to replace the county-owned Molalla River Bridge which carries the Canby-Marquam Highway across the river at River Mile Point 6.0.

Legal authority for the structure is found in the General Bridge Act of 1946, Amended.

The existing bridge was apparently constructed without benefit of a Corps of Engineers or a War Department permit. Your letter of April 5, 1978 stated that the river is a navigable water of the United States at this location and that a bridge permit is required for the replacement.

The new bridge will be slightly upstream from the existing structure.

One set of reproducibles and four prints each of Sheets 1 through 3 of the permit drawings are enclosed.

The vertical navigation clearance of the proposed fixed bridge is greater than for the old structure. The horizontal clearance is also increased.

The old structure will be removed down to ground line except for the pier noted on the drawings. This pier will tie into both the riprap for the new bridge and the riprap for the small groin and help to protect the new structure.

Also enclosed are two copies of the project assessment which indicates that only the assessment will be required for environmental documentation.

It is requested that the Coast Guard issue a permit for this replacement structure.

Very truly yours,

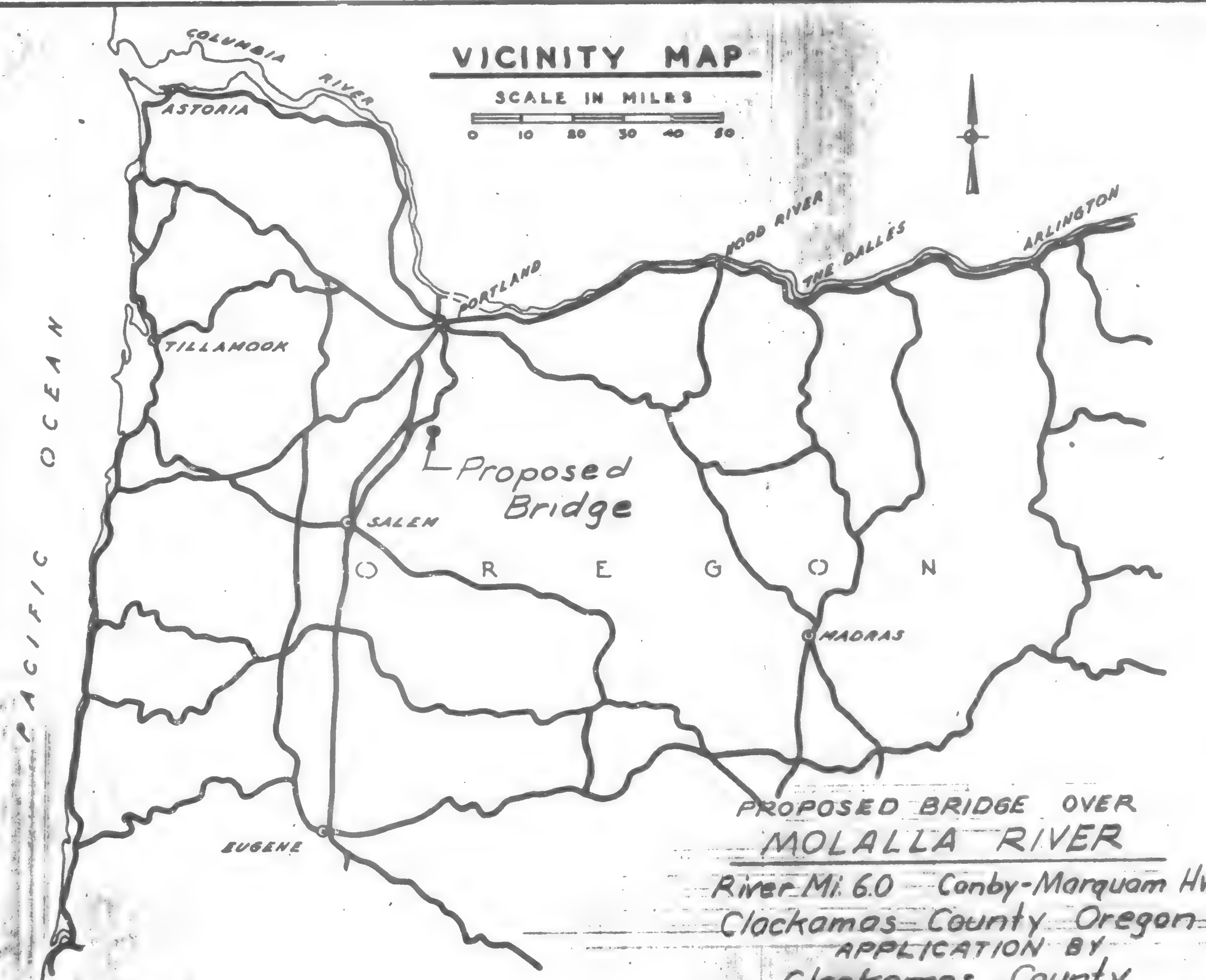
E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

Enc.

cc Federal Highway Administration
Salem, Oregon

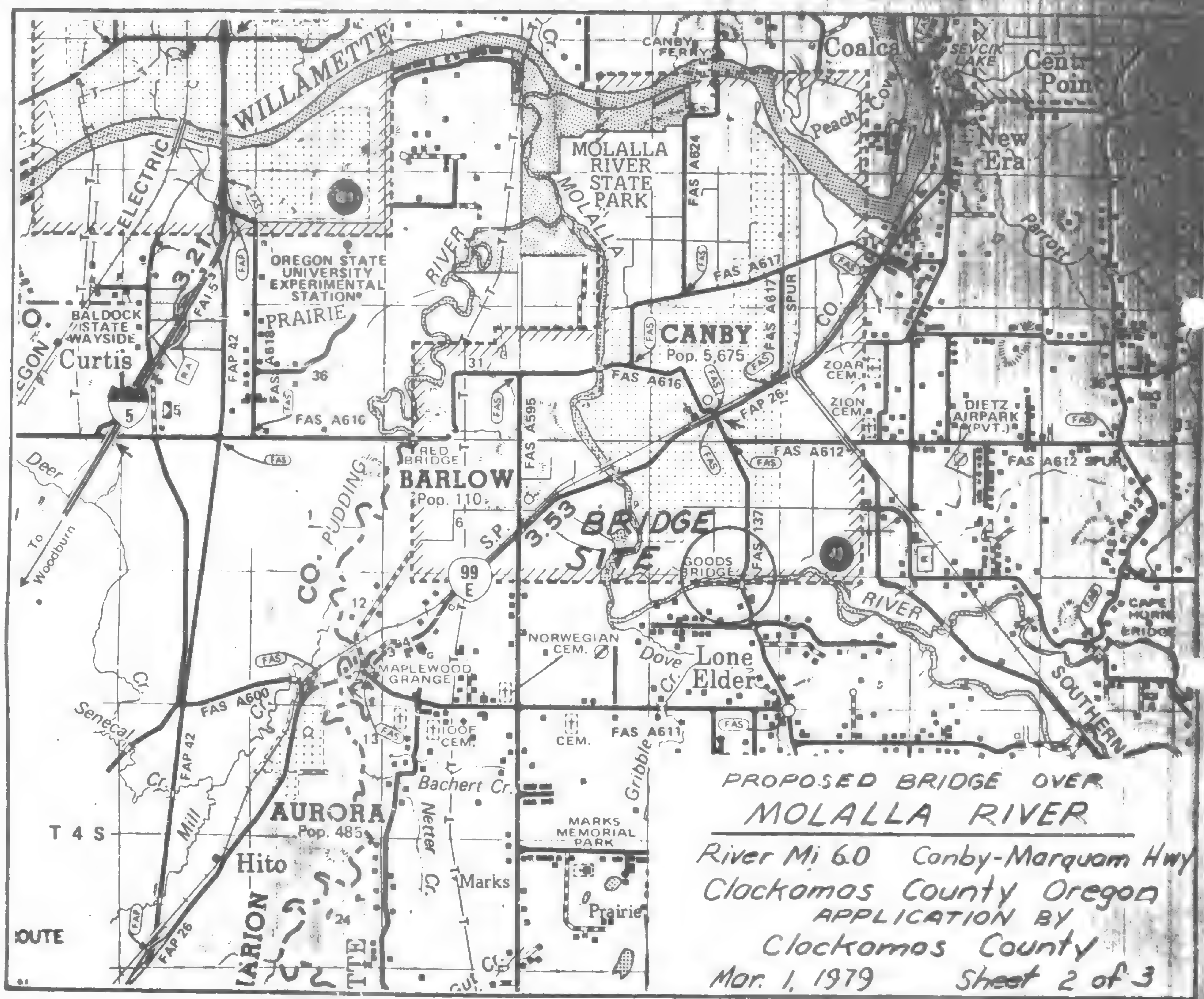
bc F. B. Klaboe
H. S. Coulter
D. H. Moehring (enc.)
J. H. Versteeg "
Gary Potter "
Walt Hart "
C. O. Fredrickson "

RWE:dh ja



VICINITY MAP
SCALE IN MILES
0 10 20 30 40 50
COLUMBIA RIVER
ASTORIA
TILLAMOOK
PACIFIC OCEAN
PORTLAND
HOOD RIVER
THE DALLES
ARLINGTON
Proposed Bridge
SALEM
OREGON
MADRAS
EUGENE

PROPOSED BRIDGE OVER
MOLALLA RIVER
River Mi. 6.0 Canby-Marquam Hwy
Clackamas County Oregon
APPLICATION BY
Clackamas County
Mar. 1, 1979 Sheet 1 of 3


WILLAMETTE
ELECTRIC
MOLALLA RIVER STATE PARK
MOLALLA
RIVER
CANBY FERRY
Coalca
SEVCIK LAKE
Centr Poin
New Era
Peach Cove
Parrott
OREGON STATE UNIVERSITY EXPERIMENTAL STATION
PRAIRIE
BALDOCK STATE WAYSIDE
Curtis
3.21
FAI-5
FAP 42
FAS A618
FAS A616
FAS A624
FAS A617
SPUR
CANBY
Pop. 5,675
FAS A616
FAP 26
ZOAR CEM.
ZION CEM.
DIETZ AIRPARK (PVT.)
FAS A612
FAS A612 SPUR
RED BRIDGE
BARLOW
Pop. 110
FAS A595
S.P.
3.53
BRIDGE SITE
GOODS BRIDGE
FAS 137
99 E
CO.
PUDDING
Deer
To Woodburn
RIVER
CAPE HORN BRIDGE
SOUTHERN
NORWEGIAN CEM.
Dove
Lone Elder
MAPLEWOOD GRANGE
FAS A600
Senecal
Cr.
Mill
FAP 42
IOOF CEM.
CEM.
FAS A611
Gribble
Bachert Cr.
Netter Cr.
AURORA
Pop. 485
Hito
Marks
MARKS MEMORIAL PARK
Prairie
T 4 S
FAP 26
MARION

PROPOSED BRIDGE OVER

MOLALLA RIVER

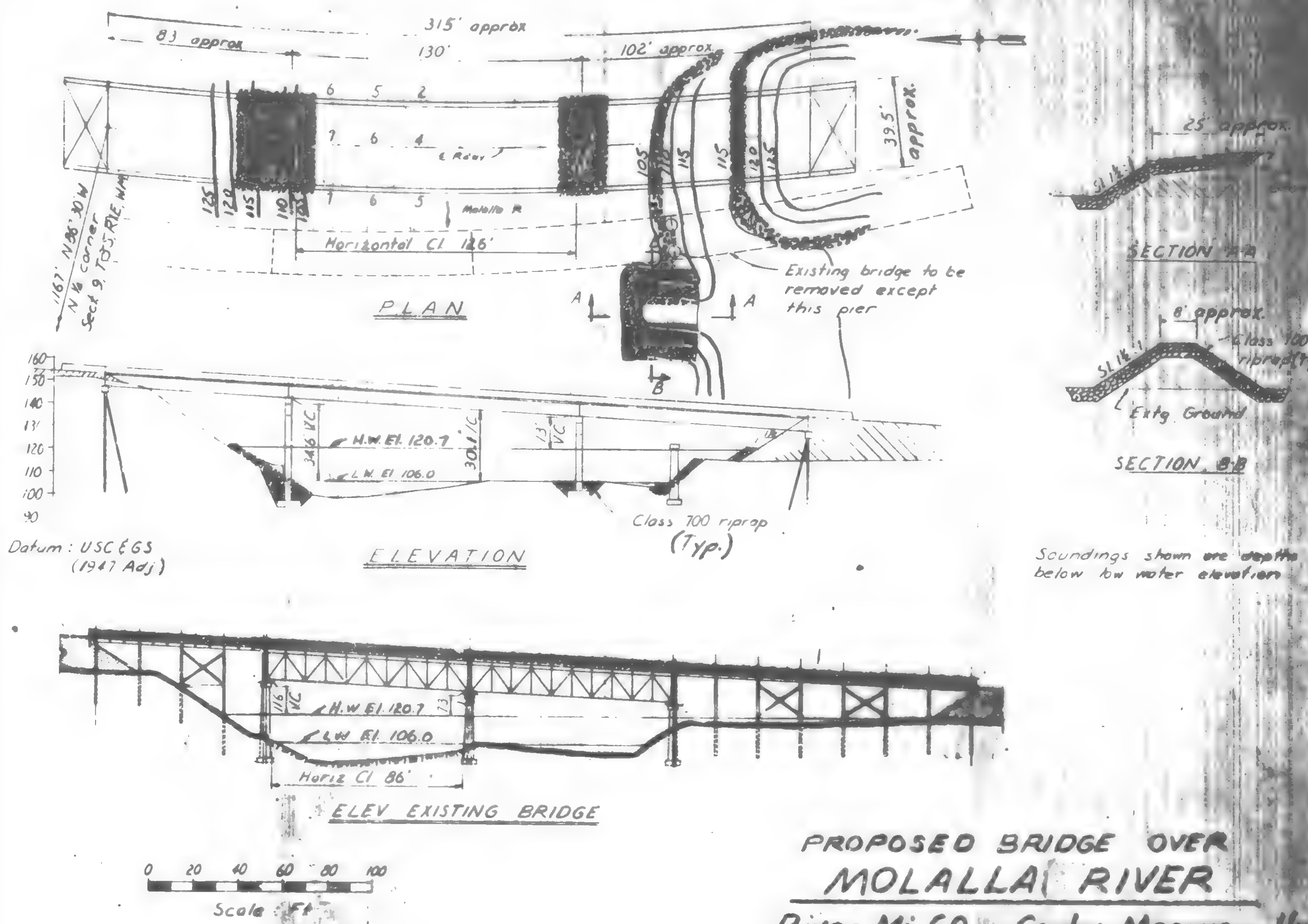
River Mi 6.0 Canby-Marquam Hwy

Clackamas County Oregon

APPLICATION BY

Clackamas County

Mar. 1, 1979 Sheet 2 of 3


315' approx
83 approx
130'
102' approx
6 5 2
7 6 4
℄ River
7 6 5
Molalla R
125
120
115
110
105
115
115
120
125
39.5' approx.
Horizontal Cl 126'
1167' N86°30'W
N ¼ corner
Sect 9, T5S, R1E, WM
A
A
B
Existing bridge to be removed except this pier
PLAN
160
150
140
130
120
110
100
90
34.6' VC
30.1' VC
13' VC
H.W. El. 120.7
L.W. El. 106.0
Class 700 riprap (Typ.)
Datum: USC&GS (1947 Adj)
ELEVATION
116' VC
73
H.W. El. 120.7
L.W. El. 106.0
Horiz Cl 86'
ELEV EXISTING BRIDGE
0 20 40 60 80 100
Scale: Ft
25' approx.
SL 1½:1
SECTION A-A
8' approx.
Class 100 riprap (typ)
SL 1½:1
Extg. Ground
SECTION B-B
Soundings shown are depths below low water elevation

PROPOSED BRIDGE OVER

MOLALLA RIVER

River Mi. 6.0 Canby-Marquam Hwy
Clackamas County Oregon
APPLICATION BY
Clackamas County
Mar. 1, 1979 Sheet 3 of 3

STATE OF OREGON

INTEROFFICE MEMO

TO: ✓E. S. Hunter
Asst. State Highway Engineer

DATE: March 9, 1979

FROM: Gerald Wimer Gerald Wimer
Local Government Manager

SUBJECT: P.E. & Construction-Finance Agreement Draft
Molalla River (Goods) Bridge Section
Canby - Marquam Road, FAS-A882
Clackamas County

Presented herewith for your consideration is an agreement draft covering construction of the Goods Bridge south of Canby.

Total estimtated cost for this project has been computed as follows:

March 1979 ----------------	$806,963
September 1979 -----------	$843,276
January 1980 -------------	$867,485

The project is to be financed with State Federal Aid Secondary funds with matching money for construction to be provided by Clackamas County.

Please review the agreement draft and, if you approve, return it to this office for preparation in final form.

MCH:pf
Attachment

RECEIVED
TECHNICAL SERVICE
MAR 1[illegible]
REFER TO
Wimer
FOR

Info	Invest	R/D	D/R	Sign	Act	File

OK

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Molalla River (Goods) Bridge
Highway FAS A882 County Clackamas Prefix 103-1903-905
Length 1600' Miles 0.30 Designer Gettis Date 3-6-79
Signed ____ Title ____

Grading & Drainage	$
Surfacing	$
Extra Work	# 202,469^{00}
TOTAL EXTRA WORK	$
TOTAL	$ 202,469^{00}
+20% Engineering and Contingencies	$ 40,494^{00}
Structures	
315' x 36' (From Bridge 3679) $ 560,000^{00}	
TOTAL STRUCTURES	$ 560,000^{00}
Right of Way	$ 4,000^{00}
TOTAL ESTIMATED COST . . . . March. 1979. →	$ 806,963^{00}
" " (+4½% Sept. 1979 →	# 843,276^{00}
" " (+7½%) Jan. 1980 →	# 867,485^{00}.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem, OR 97301

DATE: February 1, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project RS-A882(1)
Goods Bridge Replacement
Canby-Marquam Highway

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

The AASHTO minimum standards for the above structure would require a slightly wider structure than the 36 feet proposed. However, in view of the hard-pressed financial situation of the County, and the public need for a replacement, we will approve the 36-foot width in this case only.

Original Signed by
H. A. Schell
Division Bridge Engr.

G. L. Green

cc:
W. J. Hart (OSHD)
E. S. Hunter (OSHD)
✓J. H. Versteeg (OSHD)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 6 1979

TAA Holmes File: PM FA LG OP

RECEIVED
FEB 0 6 1979
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Bob Ellison applied for a Coast Guard permit. Requests we obtain written authorization from Co for us to apply in their behalf. The agreement will do this. Please proceed with it. Estimate attached. Should clear way for Hunter to approve your draft

A Wimer

9035 FASA822

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT.

378-6558
TELEPHONE

TO: MEMO TO THE FILE

DATE: March 7, 1979

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Molalla River (Goods) Bridge Sec.
FAS-A882 Canby/Marquam Co. Rd.
Clackamas County

The estimate for the subject project based on the projected letting date of September 20, 1979, is $845,000. This estimate is based on current costs received from the Cost Analysis Unit and the Bridge Section on March 6, 1979, for a structure with a 36 foot roadway and length of 315 feet and related roadway work.

This estimate includes 20% for engineering and contingencies and $4,000 for anticipated right-of-way costs. Any delay in contracting past this date would result in an increase in cost due to inflation of 3/4% per month.

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Add. [illegible]

RECEIVED
MAR 08 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

DOC:cj
cc: C. O. Fredrickson
D. H. Moehring
W. J. Hart
W. E. Cole

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Molalla River (Canby) Bridge
County Clackamas
Prefix 102-1903-905
Highway [illegible]
Date 3-6-79
Length 1600
Miles 0.30
Designer Gettis
Signed ____
Title ____

Recvd. Costs. from Cost Analysis 3-6-79

Grading & Drainage		$
Surfacing		$
Extra Work		\# 202,469 00
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$
TOTAL		$ 202,469 00
+20% Engineering and Contingencies		$ 40,494 00
Structures		
315' x 36' (From Bridge 3679)	$ 560,000 00	
	$	
	$	
	$	
TOTAL STRUCTURES		$ 560,000 00
Right of Way		$ 4,000 00
TOTAL ESTIMATED COST . . . . March. 1979 →		$ 806,963 00
" " (+4½%) Sept. 1979 →		\# 843,2[illegible] 00
" " (+7½%) Jan. 1980 →		\# 867,485 00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 2-13-79

Section Molalla R. (Goods) Br. FAS A882
County Clackamas
Kind Of Work Grade-Pave-Structure
Length 1600'
Name Gettis

PRICE FOR 1st Qtr. 1980

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		L.S.	All		$16,718^{00}$
	Temp. Prot. & Dir of Traffic		L.S.	All		3000^{00}
	Temporary Signs		Sq. ft.			350
	Temporary Barricades		Each			
	Reflective Pavement Markers		Each			
	Temp. Striping					
	Flagmen		Hour	500	19^{50}	9750^{00}
	2 Acres Light- Clearing and Grubbing		L.S.	All		1000^{00}
	Removal of Str. & Obstruction		L.S.	All		3400^{00}
	Removal of Bridge		L.S.	All	$40,000^{00}$	$40,000^{00}$
	Ditch Exc.		Cu. Yd.	190	8^{00}	1520^{00}
	General Excavation		Cu. Yd.	6699	3^{25}	$21,772^{00}$
	Toe Trench Exc.		Cu. Yd.	227	8^{50}	1930^{00}
	Trench Exc.		Cu. Yd.	37	15^{00}	555^{00}
	(Serrated Cut Slopes) Finishing Roadbed & Slopes		L.S.	All		$1,500^{00}$
	Watering (Guess)		M-Gal.	110	10^{00}	1100^{00}
	Aggregate Shldr. Mat'l.		Ton	520	8^{25}	4290^{00}
	Consider P.M.B.B. Cement Treated Base		Ton	2015	12^{50}	$25,188^{00}$
	Cement in CTB		Ton	115	80^{00}	9200^{00}
	Asphalt in Seal		Ton	6	175^{00}	1050^{00}
	Class "B" A.C.		Ton	1020	16^{50}	$16,830^{00}$
	Asph. Cem. in A.C.		Ton	70	99^{00}	6930

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 2-13-79

Section Molalla R. (Goods) Br.
County Clackamas
Kind Of Work
Length
Name Gettis

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Asphalt in Tack Coat		Ton	1	250.00	250.00
	12" Culvert Pipe		Lin.ft.	96	9.00	864.00
	6" Drain Pipe		Lin.ft.	10	6.00	60.00
	Gravel Drain Material		C.Y.	12	20.00	240.00
	Fiber Filter Material		Sq.yd.	83	3.00	249.00
	Guard Rail, Type 1		Lin.ft.	25	9.00	225.00
	Guard Rail, Type 2A		" "	450	12.00	5400.00
	, Type 3		" "	100	25.00	2500.00
	Guard Rail Anchors, Type 1		Each	4	300.00	1200.00
	" " End Piece, Type C		Each	4	125.00	500.00
	Extra for Asphalt Appls.		Each	6	175.00	1,050.00
	~~Type 2 Fence~~		Lin.ft.			
	Loose Riprap, Class 100		C.Y.	75	20.00	1,500.00
	, Class 700		C.Y.	880	15.00	13,200.00
	Filter Blanket		C.Y.	220	15.00	3300.00
	Gravel in Grain (on-site material)		C.Y.	75	2.50	188.00
	Delineators		Each	23	20.00	460.00
	Remove & Reinstall Mailboxes		Each	3	50.00	150.00
	Seed-Mulch-Fert.		Acre	2	700.00	1400.00
	Perm. Signing		–	–	500.00	500.00
				Subtotal	$	202,469.00
	Current Prices: Add 9%/yr/yr for inflation					
						E.H.R.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem, OR 97301

DATE: February 1, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project RS-A882(1)
Goods Bridge Replacement
Canby-Marquam Highway

FROM : G. L. Green, Division Administrator

NOTED
E.S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

The AASHTO minimum standards for the above structure would require a slightly wider structure than the 36 feet proposed. However, in view of the hard-pressed financial situation of the County, and the public need for a replacement, we will approve the 36-foot width in this case only.

For
G. L. Green

cc:
W. J. Hart (OSHD)
E. S. Hunter (OSHD)
J. H. Versteeg (OSHD)

NOTED
H.S. COULTER

RECEIVED
TECHNICAL SERVICES
FEB 7'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
FEB - 6'79
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

2-6
cy Mosking
Fredrickson

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

December 21, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Goods Bridge Section
Canby-Marquam Highway
Clackamas County

On November 6, 1978, Duane O. Christensen requested approval to construct a 36' roadway on the subject structure. This was subsequently turned down by your memo of December 1, 1978. We offer the following in support of the 36' width.

The AASHTO "Geometric Design Guide for Local Roads and Streets" states on page 4, "In a jurisdictional highway classification, these guides apply generally to village or city streets, township and county roads, and State secondary roads and streets". It further states, "A local road or street is one that primarily serves for access to the farm, residence, business or other abutting property, etc.".

In the same guide on page 10 under Clear Roadway Widths for New and Reconstructed Bridges, Note (2), it states, "On highways with a current ADT over 750, bridges with a total length over 100' may be constructed with a minimum clear roadway width of the surfacing width plus six feet".

The County has stated that the area served by the Goods Bridge is zoned as agricultural with only 3% trucks. Based on the previous statements from the guide an acceptable minimum width of the structure would be 30' (24' surfacing, plus 6') since the length is well over 100'. The proposed 36' width should be an acceptable compromise especially in view of available funds and compatibility with the rest of the facility and the County's long range plans for this section of highway.

RECEIVED
TECHNICAL SERVICES
DEC 21 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

The County has no plans to upgrade the roadway over and above the 32' width proposed for the structure approaches.

Your reconsideration and approval of a 36' structure width is requested for Goods Bridge in Clackamas County.

Very truly yours,

J H Versteeg

J. H. Versteeg
Head of Engineering

JHV:jh
cc: E. S. Hunter
W. J. Hart
C. O. Fredrickson

GENERAL FILES

January 30, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Oregon Project RS-A882(1)
Goods Bridge Replacement
Canby-Marquam Highway
Your File HFO.2-OR

Goods Bridge, crossing the Molalla River south of Canby at Mile Point 1.3 on the Canby-Marquam Highway, is a deficient bridge which the Oregon State Department of Transportation and Clackamas County have planned for replacement. The existing structure, constructed in 1930, is 389 feet long and has 19 feet 3 inches of horizontal clearance. The need for replacement of the narrow, obsolete structure has been supported by the State, the County and citizen groups for at least ten (10) years.

In preparing the project assessment and A-95 review report, the following conditions were considered:

The area served by this structure is zoned as agricultural in the Clackamas County Comprehensive Land-Use Plan and, as such, population growth will be minimal. Present traffic volumes have only three percent truck trips on this section of the Canby-Marquam Highway.

The Canby-Marquam Highway, in Clackamas County, was a State FAS Highway but is now a County FAS Highway. It is designated as FAS A882 and has a total length of 13.70 miles.

The roadway widths at various locations are:

	Pavement Width	Total Top Width
M.P. 0.00-0.06	24 ft.	32 ft.
M.P. 0.06-0.75	22 ft.	28 ft.
M.P. 0.75-7.20	22 ft.	26 ft.
M.P. 7.20-8.02	22 ft.	30 ft.
M.P. 8.02-13.70	20 ft.	28 ft.

The shoulders are gravel or dirt.

There are three structures on this route with the following bridge widths:

M.P. 1.31 - Molalla River (Goods) Bridge	19 feet 3 inches
M.P. 6.80 - Bear Creek Bridge	22 feet 6 inches
M.P. 10.0 - Rock Creek Bridge	21 feet 0 inches

The 1976 accident rate for the Goods Bridge Section of the Canby-Marquam Highway is 1.73 compared to a Statewide average of 2.01 for this type of highway.

A September 15, 1977 Project Assessment stated that the proposal is to replace an existing substandard bridge (19 feet 3 inches) to improve highway safety and minimize maintenance.

In July of 1978 an FAS project request to replace the Goods Bridge over the Molalla River on the Canby-Marquam Highway was submitted to the Federal Highway Administration. Clackamas County requested a 32-foot wide roadway on the Goods Bridge replacement structure for the following reasons:

1. The roadway at either end of the bridge is 32 feet or less in width and the County has no plans to widen this section of highway.
2. Other structures on this route are only 22 feet 6 inches and 21 feet 0 inches wide.
3. Any additional right-of-way for an improved alignment will have an adverse effect on the homes within the limits of this section.

An informational meeting on the Goods Bridge project was held August 10, 1978 in Canby. There were 27 people present, including the affected property owners. Upon consideration of the proposals, including this public input and Clackamas County's support, a 32-foot typical section was recommended.

Your office has turned down all requests for approval of a 32-foot wide structure for Goods Bridge. In subsequent meetings with Clackamas County, the Director of Public Works (John MacIntyre) and the County Engineer (Winston Kurth) have reluctantly agreed to a 36-foot width replacement structure if Federal funding for this bridge replacement could be obtained. Requests to your office for approval of a 36-foot wide relacement structure for the Goods Bridge have continued to be denied.

This project has been going through the development process since early 1977. We have made assessments, circulated A-95's, conferred with local officials, held public hearings, reviewed testimony and, in general, have complied with all local, State and Federal regulations.

A great deal of time and public funds have been expended to arrive at a proposal that would replace this obsolete structure with a modern 36-foot wide structure. The replacement structure would require minimum maintenance and would provide a safe roadway for the highway user at a reasonable cost in public funds.

Your office has insisted on a 40-foot wide replacement structure at Goods Bridge. Clackamas County representatives clearly state their position in the following statement from an October 16, 1978 letter:

> "...The increased cost of a 40 foot structure cannot be funded by available F.A.S. funds nor can the County provide the 14 percent match to a 40 foot structure which would exceed the 32 foot structure by $250,000.
>
> "...The public review, input and commitments, which are contained in numerous printed documents, have continually supported a 32 foot structure. This nation is in the midst of a taxpayers revolt. To delay or lose this bridge project due to FHWA requirement of a 40 foot width will only add fuel to the fire..."

I can certainly sympathize with the untenable position that the Clackamas County officials are being placed in by the Federal standards. If they do not agree to the 40-foot width, they cannot replace the narrow, obsolete structure over the Molalla River. If they do agree to the 40-foot width, how can they explain the apparent overdesign and additional cost to County Commissioners, highway users, taxpayers, school officials, legislators, the news media and the public in general. There is no explanation that will satisfy the public, the taxpayer or the highway user and therefore, the State and Federal bureaucrats are personally forced to bear the brunt of the public anger concerning this apparent waste of the taxpayers' money.

The Sanderson Bridge project on the Albany-Lyons Highway is our own prime example of the strict adherence to standards. Judgment, costs and benefits were not given consideration in the decision to construct a 44-foot wide paved surface with 6:1 rock slopes. Public criticism of officials who waste public funds building to the Sanderson Bridge standards, while at the same time pleading poverty and lack of funds for other needed safety and highway surfacing improvements, is often justified.

It is difficult to support a decision to construct a 40-foot wide structure at Goods Bridge that is contrary to the decision arrived at through the public project development process. The County officials involved are outraged at the demands being placed on them in perpetuation of national standards which do not recognize local conditions and local needs. Clackamas County officials will be unable to explain this project to the public and they are financially unable to provide the funds for the more costly FAS project.

People in both State and Federal government who administer highway programs need to make a careful evaluation of what standards to apply or if they should apply. All standards must be tempered with judgment and feeling for what the highway program is trying to accomplish. The general public views all money spent on the road system as coming from the highway users. Funds expended for a wider structure cannot be used to install and sign a school crosswalk, construct a traffic signal, fix a drainage problem, patch a pothole, straighten a curve, improve a dangerous intersection, construct a foot path, remove a roadside hazard, widen a shoulder, or overlay a county road. It is very easy to forget that the public has a different perspective in the application of roadway standards to highway improvement projects than we do.

In considering the request for approval of Federal funds for the replacement of Goods Bridge with the 36-foot wide structure, is there any real justification for the wider shoulders on the 40-foot structure? Can it be proven that a 32-foot or 36-foot structure is not as safe as a wider one? How can we prove that the additional cost in public funds is really justified? More important, how can we deny a reasonable proposal that has obvious public support for an alternate proposal supported by standards that could create long-term adverse reaction and criticism from both the public and County officials involved? Based on the national emphasis on the R-R-R concepts, is it really in the public interest to insist on rigid standards for bridge replacement projects?

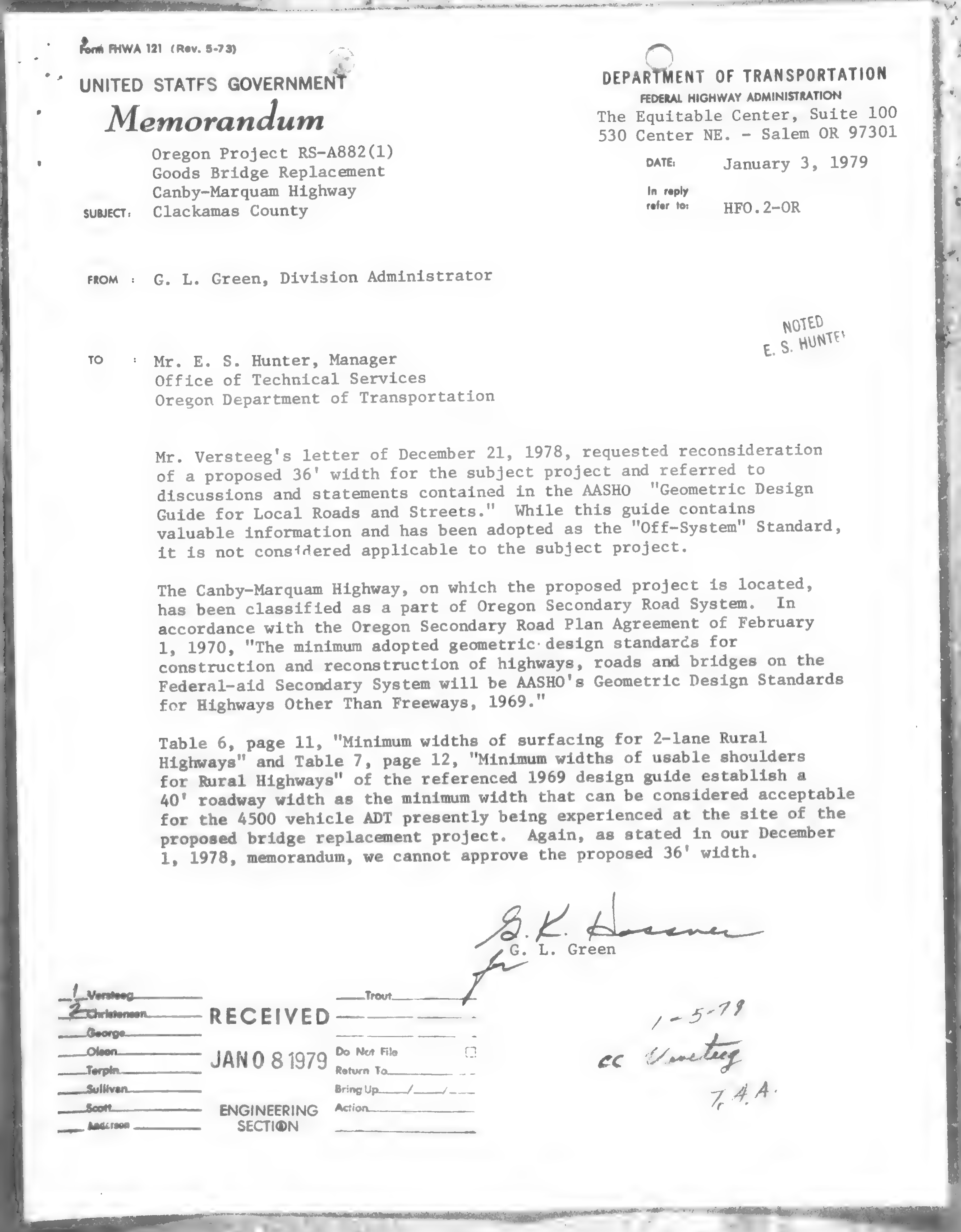
Your concurrence is requested in the replacement of the Goods Bridge with a 36-foot wide structure, which has the approval and support of the public and of local public officials.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg
Walt Hart
C. O. Fredrickson

JHV:jh/ESH:ja



Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 3, 1979

In reply refer to: HFO.2-OR

SUBJECT: Oregon Project RS-A882(1)
Goods Bridge Replacement
Canby-Marquam Highway
Clackamas County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

NOTED
E. S. HUNTER

Mr. Versteeg's letter of December 21, 1978, requested reconsideration of a proposed 36' width for the subject project and referred to discussions and statements contained in the AASHO "Geometric Design Guide for Local Roads and Streets." While this guide contains valuable information and has been adopted as the "Off-System" Standard, it is not considered applicable to the subject project.

The Canby-Marquam Highway, on which the proposed project is located, has been classified as a part of Oregon Secondary Road System. In accordance with the Oregon Secondary Road Plan Agreement of February 1, 1970, "The minimum adopted geometric design standards for construction and reconstruction of highways, roads and bridges on the Federal-aid Secondary System will be AASHO's Geometric Design Standards for Highways Other Than Freeways, 1969."

Table 6, page 11, "Minimum widths of surfacing for 2-lane Rural Highways" and Table 7, page 12, "Minimum widths of usable shoulders for Rural Highways" of the referenced 1969 design guide establish a 40' roadway width as the minimum width that can be considered acceptable for the 4500 vehicle ADT presently being experienced at the site of the proposed bridge replacement project. Again, as stated in our December 1, 1978, memorandum, we cannot approve the proposed 36' width.

G.K. Hossner
for
G. L. Green

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 0 8 1979
ENGINEERING SECTION

Trout
☐ Do Not File
Return To
Bring Up / /
Action

1-5-79
cc Versteeg
T.A.A.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
January 9, 1979

FROM: J. H. Versteeg
Engineering

SUBJECT: Structure Width
Goods Bridge
Canby-Marquam Highway
Clackamas County

TO: E. S. Hunter
Technical Services Engineer

The question of structure width for the Goods Bridge replacement has been under discussion with the County, the Region, Design Section and the FHWA for some time.

The Clackamas County Public Works Director and his staff strongly recommend that the replacement structure should be 32' in width. A 32' wide structure would be consistent with their plans for this section of highway and consistent with what they feel is their responsibility for the expenditures of public highway funds.

The Engineering Section has recommended a 36' wide structure which is a compromise width consistent with the limited funding, traffic volumes and the State law requiring bicycle paths. A 36' wide structure is acceptable to Clackamas County and they are in agreement with this proposal.

The FHWA will not approve our request for funding of a 36' wide structure for the Goods Bridge project. Their denial is based on the present ADT for this section of the Canby-Marquam Highway and on the AASHTO Geometric Standards for Highways dated 1969.

Clackamas County does feel very strongly that the replacement of this structure is necessary and they would like to proceed as quickly as possible with the preparation of the contract plans and specifications for this project.

Your approval of a 40' structure for the Goods Bridge replacement is requested based on a need to obtain federal aid funding for this bridge replacement project. I would recommend that we approve the 40' structure. The only other choice seems to be funding a 32' bridge replacement from other than federal funds.

RECEIVED
TECHNICAL SERVICES
JAN 11 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JHV:jh
cc: Walt Hart
C. O. Fredrickson
Duane Christensen

1-12 79

Talked with [illegible] Hal yesterday - They are still ~~are~~ thinking about [illegible] to at least 36'. Expect an answer next week.

10

Form FHWA 121 (Rev. 5-73)

1

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 3, 1979

In reply refer to: HRW-OR

SUBJECT: Oregon Project RS-137(1)
Goods Bridge Section
Minor Program Authorization

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

Mr. Swan's letter of December 8, 1978 requests authorization to proceed with acquisition of right of way for the subject project. The matter has been discussed with Assistant Right of Way Manager Rod Henry and he advised that the amount of right of way needed for this project has not been resolved because the width of the bridge structure has not finally been determined. We suggest that when the matter is resolved your request be resubmitted for authorization.

G. L. Green

cc:
(J B Boyd) ODOT
(F Lowe) ODOT
(R Henry) ODOT

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

1-3-7

9035

FEDERAL AID PROJECT NO. RS-A882(1)

STAT JECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80128

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-3-79

FEDERAL ROUTE NUMBER RS-A882

STATE ROUTE NUMBER County Road

GENERAL LOCATION: Goods Bridge Section

GENERAL DESCRIPTION OF WORK: Change of Project Number to Conform with System

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-3-79, I approve the program change for the subject project as follows:

Change Project Number to RS-A882(1) from RS-137(1).

NOTED
F. B. KLABOE

Swan
1-11

DATE 1-3-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
December 15, 1978
Salem, Oregon

FILE: 103-1903

[illegible] ED BY

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: File

SUBJECT: Goods Bridge Section
Canby-Marquam Highway
Clackamas County

On December 14, 1978, Phil Stearns, Region II Federal Aid Engineer, Dick Nelson, Region II Location Engineer, and I met with Winston Kurth of Clackamas County at his office to discuss the roadway width on Goods Bridge as requested in Duane O. Christensen's letter of November 29, 1978.

The County does not believe that a 40-foot roadway width is warranted on this structure. They feel that a 36-foot roadway as they would have constructed on a road not included in a federal aid program would be adequate for the traffic that they anticipate using this particular highway. They also indicated that they had no plans for improving the roadway approaching this bridge in the immediate future, and that they did not believe they would improve the roadway to a 40-foot width if and when an improvement was programmed. They feel that the $86,000 difference in price between the 40-foot roadway and the 36-foot roadway could probably better be expended on another project than to provide additional roadway width at this location, and feel that in line with the general emphasis on economy in expenditure of public funds, this would be a better approach.

Mr. McIntyre indicated that he would respond to the Federal Highway Administration on their feelings some time after the 1st of January. The County does feel very strongly that the replacement of the structure is necessary, and they would, of course, like to proceed as quickly as possible with preparing the necessary plans and specifications for this project.

COF/gl
cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
Walt Hart

RECEIVED
STATE HWY ENGR
DEC 18 '78
REFER TO
FOR
Info | Inver | R/D | D/R | Sig | Act | File

I question road being more than 32' in foreseeable future
HSC

12/19

PROJECT MANAGEMENT OFFICE MEMO

Date 12-1-78

Subject Soals Bridge File No. ________

Received (call) (~~visit~~) from Duane Christensen

Address ________

Made (call) (visit) to ________ Phone ________

Reason for contact and general discussion:

Update 1) FHWA call 2) His letter to COF & 3) Current Est $850,000
Promised to follow up w/Region

Phil Stearns (Chuck Out) promised to follow up w/Co

Dick Nelson came by. Says Co will likely agree w/width if we agree w/funding FA on this size project. We can on $850,000 not counting PE or R/W. He planned to confirm w/Verstoeg (behalf of Hunter) & write Co

Signature L Wimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 29, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Molalla River (Goods) Bridge
FAS A882
Canby/Marquam County Road
Clackamas County

Bill Kappus, F.H.W.A., notified me by telephone on Tuesday, November 28, 1978, that they could not approve our request to construct the bridge to a 36 foot roadway.

Traffic counts taken November 2-13, 1978, resulted in a current ADT of 4,500. Based on this ADT, F.H.W.A. will be insisting on a 40 foot roadway design according to Mr. Kappus. A letter will be coming from them verifying the above.

Please confer with the County and advise us as to how to proceed.

DOC:ab
cc: W. J. Hart
W. E. Cole
Don Harwell
Gerald Wimer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
NOV 30 1978
File: PM FA
LG OP
TAA

Date 11-29-78 OJECT MANAGEMENT OFFICE MEMO

Subject Duane Christensen (Design) File No. ________

Received [✓ (call)] ~~(visit)~~ from ↗ re: FHWA width approval on Goods Br.

~~Address~~ Clackamas County FAS

Made (call) (visit) to ________ Phone 6558

Reason for contact and general discussion: Current vehicle count indicates a 4,500 ADT - Goods Bridge - dictates need for 40 foot structure - ruling out 36 foot as discussed with FHWA-Reg 2 - Tech. Serv. - Clack. Co. on 10-30-78 Letter forthcoming from: FHWA & Design to relate next step & what action follows - FHWA has yet to respond to Clack. Co. letter re: narrower width.

Signature D.N. Harw

File ( ) ( ) ( ) ( ) ( ) (✓) ( ) ( )
H
Circulate: PME LGE OPE FAE CCE OM Other

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: November 1, 1978

D. N. Harwell

FROM: D. N. Harwell
City-County Coordinator

SUBJECT: Molalla River (Goods Bridge) Section
Canby-Marquam Road
FAS A-882, Clackamas County

On Monday, October 30, a meeting was held in the small conference room to discuss the "Goods Br." project in Clackamas County.

The alignment "L7-line" was agreed to be most feasible to construct in order to utilize the existing structure during construction. This proposed alignment is immediately east of the existing roadway and west of the route shown at the informal meeting of August 10, 1978.

The discussion centered around three (3) alternate structure widths ie., 32 foot ($807,000), 36 foot ($846,000), and 40 foot ($912,000). In any event the length is proposed to be 350 feet.

The existing ADT of 3,000 is projected to be 5,000 by 1990, however, the adjacent sections of highway northerly and southerly of the proposed project are variable, not exceeding 32 feet.

The project is desired by Clackamas County to be constructed with a 32 foot structure, but after discussion it was determined that a 36-foot structure should be constructed due to vehicle projections, bikeway facilities, improvements northerly to Canby and still be within the financial means of the monies available. The 36 foot width would provide a 24 foot travelway and 6 foot shoulders.

The County desires a response to the letter of October 16, 1978 to FHWA (attached), which will be done by FHWA.

It was determined that the 40 foot width was very undesirable and totally inconsistent with adjacent sections, as well as not practical or financially feasible.

It was indicated that only one property owner would be affected, the stream is navigable (may cause a need for a hearing by Coast Guard) and that the right-of-way descriptions could be prepared immediately, bridge designed by early January, and possibly a contract let in or before September 1979.

There will be need for an agreement pertaining to particulars such as PE by State (no cost to County) and right-of-way and construction financed by FAS monies with Clackamas County paying full matching share of 14% for both phases (RW & Construction)

Those in attendance at the October 30 meeting were Kappas and Lopez of FHWA, Kurth of Clackamas County, Christensen, Lantz, Nelson, Gettis, Parent, Cole and Harwell of ODOT.

cc: Kurth, Kappas, Hunter,* Versteeg, Hart, Fredrickson
*Agree. draft attached for your approval.

81-125-1387

October 16, 1978

Mr. Glen Green
Division Administrator
Federal Highway Administration
390 High N. E.
Equitable Center
Salem, Oregon 97301

Goods Bridge crossing the Molalla River south of Canby at mile point 1.3 of Canby-Marquam Road is a deficient bridge which the Oregon State Transportation Department and Clackamas County have planned for replacement. The need of replacement for the bridge has been supported by numerous citizens and public groups for the past ten (10) years.

In the recent transfer of the Canby-Marquam Road to the County an agreement was reached regarding F.A.S. funding for the bridge replacement.

In reaching project description and cost estimate the Oregon State Highway Department prepared an assessment statement and A-95 review report. The project was identified as a 32 foot wide bridge replacement. The existing bridge is 20 feet wide. The Canby-Marquam Road has a 20 foot paved surface with 2 to 3 foot graveled shoulders. The assessment statement and A-95 review was accepted as satisfactory by the area FHWA engineer.

Based upon this review and cost estimate the project was included in the State's six year work program, Index No. 228, Region 2, Page 15. At numerous public hearings the bridge need was identified and both the State and the County committed the replacement pursuant to the six year program.

Location work was accomplished and a public meeting was held in Canby to obtain citizen input and concerns. The project received support and the public is looking forward to, at long last, a new bridge.

When the project went to the design section a further FHWA review resulted in the requirement of a 40 foot wide bridge rather than the 32 foot width. The increased cost of a 40 foot structure cannot be funded by available F.A.S. funds nor can the County provide the 14 percent match to a 40 foot structure which would exceed the 32 foot structure by $250,000.

The public review, input and commitments, which are contained in numerous printed documents, have continually supported a 32 foot structure. This nation is in the midst of a taxpayers revolt. To delay or lose this bridge project due to FHWA requirement of a 40 foot width will only add fuel to the fire.

The area served by this structure is zoned as agricultural in the County's Comprehensive Land-Use Plan and, as such, population growth will be minimal. Present traffic volumes have only 3 percent truck trips on the road. A 32 foot wide structure adequately serves the transportation needs. Your acceptance of the 32 foot width is requested.

JOHN C. McINTYRE - Director of Public Works

By

WINSTON W. KURTH - County Engineer

/rn

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: December 1, 1978

In reply refer to: HFO.2-OR

SUBJECT: Oregon Project RS-139(1)
Goods Bridge Replacement
Canby-Marquam Highway
Clackamas County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

Mr. Christensen's November 6, 1978, letter with attached memoranda on the subject project has been reviewed as has all other available data.

After an in-depth review of the project, it was discovered that the last traffic count was made in 1973. Since the amount of traffic using the facility is a critical factor in determining the appropriate roadway width, a new count was requested. The count, taken November 2 through November 13, indicated an average daily traffic of 4500 vehicles. In accordance with accepted practice and AASHTO standards, a 40-foot roadway width is the minimum width that can be considered acceptable for this traffic load. We, therefore, cannot approve the proposed 36-foot width.

G. K. [illegible]
for G. L. Green

RECEIVED
TECHNICAL SERVICES
DEC 5 '78
REFER TO Versteeg
FOR

Info	Invest	R/D	D/R	Sign	Act	File

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ups
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CC. Hart
Fredrickson

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 6, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Attention: W. H. Kappus

934-H

Gentlemen:

Re: Goods Bridge Section
Canby-Marquam Highway
Clackamas County

Attached is a memo to the files by D. N. Harwell dated November 1, 1978, covering a meeting on the subject project and a copy of C. O. Fredrickson's letter of October 31, 1978, covering Region's recommendations on the bridge roadway width.

It is our recommendation that the structure be designed for a 36 foot roadway (12 foot travel lanes and 6 foot shoulders). We feel this is adequate to handle the traffic, bicyclists and any pedestrian traffic that may utilize this facility.

Mr. Kappus indicated at the October 30, 1978, meeting that he would review our request and respond at an early date. We hope this information will assist you in arriving at a favorable approval.

RECEIVED
TECHNICAL SERVICES
NOV 7'78
REFER TO
FOR

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
C. O. Fredrickson
W. E. Cole
W. J. Hart

Form 81-734-3122

9035 FAS A882

Salem, Oregon
November 29, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

C. O. Fredrickson
Region 2 Engineer

Molalla River (Goods) Bridge
~~FAS A882~~
Canby/Marquam County Road
Clackamas County

Bill Kappus, F.H.W.A., notified me by telephone on Tuesday, November 28, 1978, that they could not approve our request to construct the bridge to a 36 foot roadway.

Traffic counts taken November 2-13, 1978, resulted in a current ADT of 4,500. Based on this ADT, F.H.W.A. will be insisting on a 40 foot roadway design according to Mr. Kappus. A letter will be coming from them verifying the above.

Please confer with the County and advise us as to how to proceed.

DOC:ab
cc: W. J. Hart
W. E. Cole
Don Harwell
Gerald Wimer

RECEIVED
NOV 29 1978
ENGINEERING SECTION

/ Vorsteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Andersen

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

9035

FASA882

Salem, Oregon
November 1, 1978

30327-Koslowski
Molalla River (Goods) Bridge Sec.
Canby-Marquam County Road
Clackamas County

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

Attached is a description, an authorization, and R/W prints for the subject project, which is scheduled for May 31, 1979.

By:

Floyd O. Scott
R/W Desc. Engineer

FOS:cj
Attach.

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: November 1, 1978

D N Harwell

FROM: D. N. Harwell
City-County Coordinator

RECEIVED
TECHNICAL SERVICES
NOV 2 '78
REFER TO
FOR

SUBJECT: Molalla River (Goods Bridge) Section
Canby-Marquam Road
FAS A-882, Clackamas County

On Monday, October 30, a meeting was held in the small conference room to discuss the "Goods Br." project in Clackamas County.

The alignment "L7-line" was agreed to be most feasible to construct in order to utilize the existing structure during construction. This proposed alignment is immediately east of the existing roadway and west of the route shown at the informal meeting of August 10, 1978.

The discussion centered around three (3) alternate structure widths ie., 32 foot ($807,000), 36 foot ($846,000), and 40 foot ($912,000). In any event the length is proposed to be 350 feet.

The existing ADT of 3,000 is projected to be 5,000 by 1990, however, the adjacent sections of highway northerly and southerly of the proposed project are variable, not exceeding 32 feet.

The project is desired by Clackamas County to be constructed with a 32 foot structure, but after discussion it was determined that a 36-foot structure should be constructed due to vehicle projections, bikeway facilities, improvements northerly to Canby and still be within the financial means of the monies available. The 36 foot width would provide a 24 foot travelway and 6 foot shoulders.

The County desires a response to the letter of October 16, 1978 to FHWA (attached), which will be done by FHWA.

It was determined that the 40 foot width was very undesirable and totally inconsistent with adjacent sections, as well as not practical or financially feasible.

It was indicated that only one property owner would be affected, the stream is navigable (may cause a need for a hearing by Coast Guard) and that the right-of-way descriptions could be prepared immediately, bridge designed by early January, and possibly a contract let in or before September 1979.

There will be need for an agreement pertaining to particulars such as PE by State (no cost to County) and right-of-way and construction financed by FAS monies with Clackamas County paying full matching share of 14% for both phases (RW & Construction)

Those in attendance at the October 30 meeting were Kappas and Lopez of FHWA, Kurth of Clackamas County, Christensen, Lantz, Nelson, Gettis, Parent, Cole and Harwell of ODOT.

cc: Kurth, Kappas, Hunter* Versteeg, Hart, Fredrickson
*Agree. draft attached for your approval.

..125-1387

October 16, 1978

Mr. Glen Green
Division Administrator
Federal Highway Administration
390 High N. E.
Equitable Center
Salem, Oregon 97301

Goods Bridge crossing the Molalla River south of Canby at mile point 1.3 of Canby-Marquam Road is a deficient bridge which the Oregon State Transportation Department and Clackamas County have planned for replacement. The need of replacement for the bridge has been supported by numerous citizens and public groups for the past ten (10) years.

In the recent transfer of the Canby-Marquam Road to the County an agreement was reached regarding F.A.S. funding for the bridge replacement.

In reaching project description and cost estimate the Oregon State Highway Department prepared an assessment statement and A-95 review report. The project was identified as a 32 foot wide bridge replacement. The existing bridge is 20 feet wide. The Canby-Marquam Road has a 20 foot paved surface with 2 to 3 foot graveled shoulders. The assessment statement and A-95 review was accepted as satisfactory by the area FHWA engineer.

Based upon this review and cost estimate the project was included in the State's six year work program, Index No. 228, Region 2, Page 15. At numerous public hearings the bridge need was identified and both the State and the County committed the replacement pursuant to the six year program.

Location work was accomplished and a public meeting was held in Canby to obtain citizen input and concerns. The project received support and the public is looking forward to, at long last, a new bridge.

When the project went to the design section a further FHWA review resulted in the requirement of a 40 foot wide bridge rather than the 32 foot width. The increased cost of a 40 foot structure cannot be funded by available F.A.S. funds nor can the County provide the 14 percent match to a 40 foot structure which would exceed the 32 foot structure by $250,000.

The public review, input and commitments, which are contained in numerous printed documents, have continually supported a 32 foot structure. This nation is in the midst of a taxpayers revolt. To delay or lose this bridge project due to FHWA requirement of a 40 foot width will only add fuel to the fire.

The area served by this structure is zoned as agricultural in the County's Comprehensive Land-Use Plan and, as such, population growth will be minimal. Present traffic volumes have only 3 percent truck trips on the road. A 32 foot wide structure adequately serves the transportation needs. Your acceptance of the 32 foot width is requested.

JOHN C. McINTYRE - Director of Public Works

By

WINSTON W. KURTH - County Engineer

/rn

9035 FAS A882

Salem, Oregon
October 13, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Richard Nelson
Resident Engineer

Goods Bridge
FAS A882
Clackamas County

A detail map and profile with the "L7" alignment shown were transmitted as per your request on October 10, 1978.

The "L7" was developed using the following criteria:

a. 40' bridge width

b. No right of way taking at the northerly end of project

c. Minimal right of way taking at the southerly end of project

d. Minimal bridge stage construction costs

WEC:ab
cc: W. E. Cole

RECEIVED
OCT 13 1978
ENGINEERING SECTION

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
___Sullivan___
___Scott___
___Andersen___
___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

9035

...121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: September ~~5,~~ 11 1978

In reply refer to: HFO.2-OR

SUBJECT: Oregon Project RS-139(-)
Goods Bridge Section
Canby-Marquam Highway
Clackamas County

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Manager, Technical Services
Oregon Department of Transportation
Salem, Oregon

not in Gen. File

Mr. Wimer's July 26, 1978, letter requested a deviation from standards concerning the bridge width on the subject project.

Based on the current 3000 ADT, the projected 1997 5000 ADT and the close proximity to the City of Canby, we do not feel a reduction of standards is justifiable.

We, therefore, do not concur in a width of 32' and recommend that the minimum ASSTHO standard of 40' be considered.

G. L. Green

9-11-78 Reviewed w/Hunter
He will have Versteeg make
firm estimates and
recommend re alignment
& width. He leans to wider
width & lesser alignment.
Also that State would put
up all FAS funds & Co all match
TSS doesn't need
to pursue estimate

NOTED
HUNTER

Wimer 9-5-78
May I see
the correspondence
on this?
ESH

RECEIVED
TECHNICAL SERVICES
SEP -6 '78
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

9035

July 26, 1978

TO Glen L. Green, Division Administrator
Federal Highway Administration

ATTN: William Kappus, Area Engineer

FROM Gerald W. Wimer Gerald Wimer
Local Government Manager

SUBJECT Molalla River (Goods) Bridge Section
Canby-Marquam Road
FAS A 882
Clackamas County

Clackamas County is requesting an FAS project to replace Goods Bridge over the Molalla River on the Canby-Marquam Road.

The county has requested that the bridge have a 32' roadway. They realize that this is a deviation from standards but feel that this reduction of width is justifiable for a number of reasons. 1) The roadway at either end of the bridge is approximately 32' feet in width, and the county has no plans to widen it at this time. 2) Other structures on this route are less than 32'. 3) Any additional R/W for the improved alignment will have an adverse affect on the homes within the limits of this section. 4) Because of the length of the bridge an 8' increase in width would increase the cost by approximately ¼ of a million dollars.

Considering the above the county feels it is definitely in the public interest to construct the bridge with the 32' roadway, and are requesting that you concur.

HR:dmc
cc: Walt Hart
Hal Versteeg
Frank Terpin
Phil Stearns
D. E. Swan

7-28-78 Discussed w/Hunter
before this letter sent out
HF

Don H.

PROJECT MANAGEMENT OFFICE MEMO

Date 7-25-78

Subject Goods Br File No.

Received (call) (~~visit~~) from Len Wallace

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Says 32' seems narrow for traffic although he agrees long bridge does make a special case. Basically says doesn't meet standards & we should go to front office before going to Feds. He'll check Eng estimate. Determined from Willis Lee hasn't been to front office re standards 32' vs 40' & 4° vs 8°

Signature G Wimer

File ( ) ( ) ( ) ( ) ( ) (✓) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

PROJECT MANAGEMENT OFFICE MEMO

Date 7-24-78

Subject Hoodes Bridge File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Dick Nelson Phone

Reason for contact and general discussion:

Told him Koggus & Schell were not together re width. So we were going to write. He plans to call this am in case there is possibility of verbal resolution.
He plans taking project to public meeting Aug 10 in Canby Has word re public hearing req'd

Signature

File ( )	( )	( )	( )	( )	[✓ ( )]	( )	( )
Circulate: PMF	LGF	OPF	FAF	CCF	OM	Other	

9033

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
July 21, 1978
Salem, Oregon

FROM: F.E.Terpin
Location Engr.

SUBJECT: Goods Bridge
FAS A882
Clackamas County
103-1903

TO: J.H.Versteeg
Head of Engineering

P.L. Carstensen
By: P.L. Carstensen
Costs & Records Spec.

Transmitted herewith; the location records as noted on the attached transmittal from Reg. Engr. C.O. Fredrickson dated July 18, 1978.

Please note the typical section used is 32 feet wide for both the roadway and structure. Program management (G.W.Wimer) is preparing a request to go to FHWA to justify this width. ✓

cc: Walt Hart
C.O. Fredrickson
D.H. Mohring

PROJECT MANAGEMENT
CCE ☒
FAE ☐
FM
LG

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

OHN C. McINTYRE
IRECTOR

ON D BROADSWORD
perations Director

INSTON W KURTH
ounty Engineer

AVID J. ABRAHAM
tilities Director

ICHARD L. DOPP
evelopment
ervices
dministrator

REGIONAL ENGINEER
RECEIVED

July 19, 1978

Mr. C.O. Fredericks
Regional Engineer
Oregon State Highway Department
Region II
2960 East Street
Salem, Oregon 97310

I had the opportunity to review with your staff, the two alternatives for the Goods Bridge replacement to be funded with State Federal Aid Secondary funds with the entire local match being provided by Clackamas County.

In reviewing the alternatives, I wish to inform you that Clackamas County supports as the favored alternative, the L-2 Alignment.

The estimated cost of this particular project is $1,100,000.00 and Clackamas County acknowledges its agreement to providing the 14% local match funds to an approved FAS project. This acknowledgement is made on the basis that sufficient FAS funds are available to the State, so that the project would be eligible under its revised increased cost for federal aid funds.

Clackamas County requests that the existing steel trusses be salvaged and be placed on an appropriate disposal area near the project site, and the truss materials will be picked up by the Clackamas County Bridge Crew.

It was further my understanding, at the meeting, that right-of-way acquisition will be necessary to implement this project, and that the Oregon State Highway Department would handle the right-of-way program. It was agreed at the meeting that an informational meeting would be scheduled to be held in or near the community of Canby in order to obtain citizen input on the project. I would appreciate notification of the time and place of this public meeting, and a representative from Clackamas County will be in attendance. ✓

JOHN C. McINTYRE, Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH, County Engineer

/kj

cc. C.W. Ulmer
Tim Dixon

Notified Kurth
of aug 10 meeting
7-20-78 S.P.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

STATE OF OREGON

INTEROFFICE MEMO

TO: Walt Hart, Struc.
Frank Terpin, Loc.

DATE: July 5, 1978

FROM: G. W. Wimer Gerald Wimer
Local Government Manager

NOTED
E. S. HUNTE

SUBJECT: Molalla River (Goods) Bridge Section
Canby-Marquam Road, FAS A-882
Clackamas County

Due to a recent exchange of roads and highways between the State and Clackamas County, the former Canby-Marquam Secondary Highway is now under the jurisdiction and control of the county.

During the exchange negotiations it was agreed that Goods Bridge, just south of Canby, would be replaced using State federal-aid secondary funds and County matching funds. This office wishes to proceed with preparation of a formal construction-finance agreement consummating this arrangement.

We are requesting that your office furnish the Office of Project Management with the most realistic estimate possible at this time for design and construction of the project.

MCH:dmc
cc: ~~E. S.~~ Hunter

RECEIVED
TECHNICAL SERVICES
JUL 6 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

9035

STATE OF OREGON

INTEROFFICE MEMO

TO: E.S. Hunter
Technical Services Engineer

DATE: June 21, 1978

FROM: Gerald Wimer Gerald Wimer
Local Government Manager

SUBJECT: P.E. & Construction-Finance Agreement Draft
Molalla River (Goods) Bridge Section
Canby-Marquam Road, FAS A-882
Clackamas County

Presented herewith for your consideration is an agreement draft covering construction of the Goods Bridge south of Canby.

This project is tentatively scheduled for contract during April-May-June of 1979 with a planning estimate of $750,000. State Federal Aid Secondary funds are to be matched by Clackamas County.

Please study the terms of the proposed agreement and, if you approve, return to the Office of Project Management for preparation in final form.

MCH:cw

Wimer
Be sure that the estimate of $750,000 is high enough.
Ed

RECEIVED
TECHNICAL SERVICES
JUN 23 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUN 26 1978 Bp
File: PM FA
LG
TAA Holmes ✓
Formally request estimate from D Location & Bridge & resubmit to Hunter

81-125-1387

Date 2-24-78 PROJECT MANAGEMENT OFFICE MEMO

Subject Road Exchange w/ Counties File No. ______

Received ~~(call)~~ (visit) from Jack Sollis

Address Asst. Legal Counsel

Made (call) (visit) to ______ Phone 4259

Reason for contact and general discussion:

[illegible]

October 27, 1977 & January 23, 1978 the Oregon Transportation Comm. approved agreements covering the following:

10-27) Canby-Marquam Hwy exchange for Boring Co. (Clack.) Rd.

1-23) Jct. Cty-Eugene Hwy exchange for Belt Line Co. (Lane) Rd.

It is the opinion of Mr. Sollis that neither agreement needs a followup abandonment resolution. The official date of exchange is 10-27 & 1-23 respectively w/ agreement & redesignation resolution being sufficient!

Signature D. V. [illegible]

File ( ) [✓ PME] [✓ LGE] ( ) OPE ( ) FAE [✓ CCE] ( ) OM [✓ Other] Kreig

Circulate: 2-24 CC Region 1, ~~Hardt~~ Region 3, Shirley Region 2, Fredricks

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RS-137(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80128

COUNTY NAME
Clackamas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Cheif of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 2-2-78

FEDERAL ROUTE NUMBER: Secondary 137

STATE ROUTE NUMBER: Secondary 170

GENERAL LOCATION:

"Goods Bridge Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ XX PREPARATION; Including Archeology Salvage and Utility preparatory work
☐ OTHER (Specify) TEC NTE $50,000. F.F.-$42,900

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-19-78 letter.

NOTED
F. B. KLABOE

DATE: 2-2-78

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9035

January 26, 1978

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

420
A9A 568

934-H

Gentlemen:

On January 10, 1978, we mailed to you a copy of "Secondary Highway Designation Resolution No. 80" designating the Clackamas-Boring Highway as a secondary highway.

It has been called to our attention that there was an error in the route and terminal description. The resolution stated that it began at a junction with the Clackamas Highway approximately 8 miles east of Clackamas. The 8 miles is in error and should be approximately 3 miles. Please correct your resolution accordingly.

trace com 6-1

Very truly yours,

C. W. Head
COMMISSION SERVICES

fbm

cc Winston Kurth
Clackamas County Engineer
Courthouse
Oregon City, OR 97045

George Eppen, County Clerk
Clackamas County
Courthouse
Oregon City, OR 97045

C. O. Fredrickson Attn: Ted Litchfield
Ed Hardt
Don Harwell
J. B. Boyd

ROBERT W. STRAUB
[illegible]

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 9, 1977

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

Goods Bridge Section
Molalla River
Canby-Marquam Highway
Clackamas County
Factual Characteristics of Waterway

Per your request, I enclose a completed copy of your form, "Factual Characteristics for Determination of Navigability" for the Molalla River at the Goods Bridge site, river mile 6.0. Also enclosed are two aerial photographs of the bridge site.

The Molalla River is typical of the many small streams in Oregon which flow into a navigable river. These small streams are shallow, winding, and are not "in-fact" navigable. A major dredging project and long-range channel maintenance program would be required to make the river navigable for todays' navigation interests. Prospects for financing of such projects and programs appear dim at best.

In view of the circumstances involved with this stream, I am sure your study will conclude that the stream is not navigable.

R. W. Ellison
Administration Engineer
Structural Design Section

Enclosure

cc ~~E.~~ S. Hunter
John Sheldrake
Ed Hardt
Gary Potter

RECEIVED
TECHNICAL SERVICES

DEC 12 '77

REFER TO

FOR

Info	Inve.	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Goods Bridge CLACK.

DATE: December 6, 1977

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
R. N. Bothman, Metro
E. L. Hart, Reg. 1
W. W. Geibel, Dist. 2
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7711 2 230

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

10-28-77

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 230 Due Date: DEC 02 [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☐ We are interested but require more information to evaluate the proposal.

☒ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION WILL COORDINATE CULTURAL RESOURCE SURVEY AND MITIGATION OF IMPACT IN THIS GOODS BRIDGE PROJECT IN CLACKAMAS COUNTY.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By Edward T. Long

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 230 Due Date: DEC 02 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

RECEIVED
NOV 8 1977
DIVISION OF STATE LANDS

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ma

9035

1

DATE: December 5, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Secondary Highway Designation Resolution
Clackamas-Boring Secondary Hwy. No. 174
Clackamas County

934-H

The State and Clackamas County entered into an agreement on October 27, 1977 transferring the Canby-Marquam Secondary Highway to the County as a county road, and our acceptance of the Clackamas-Boring County Road as a State highway.

A resolution to designate the Clackamas-Boring Road as a State Secondary Highway will be on the Consent Calendar for your consideration at the December meeting.

This designation adds 8.87 miles to the Secondary system on the Clackamas-Boring Highway and eliminates 8.0 miles from the system on the Canby-Marquam Highway.

I recommend adoption of this resolution.

PA:dmc ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
J. B. Boyd
Frank Terpin
John Sheldrake
D. H. Moehring
George Bell
E. L. Hardt

#2)

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

October 28, 1977

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 SW Hall Street
University Center Bldg.
Portland, OR 97201

D E Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Goods Bridge Section
Highway: Canby-Marquam
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be Nov. 28, 1977.

NOTED
H.S. COULTER

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1: E. L. Hardt
District 2: W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
NOV 3 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Dept. of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: ODOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Goods Bridge

11 12] PROJECT LOCATION—CITY: Canby-Marquam Hwy. — PROJECT LOCATION—COUNTY: Clackamas — PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] The proposed project is to replace the existing structure and reconstruct [71

07 12] the approaches to improve highway safety and minimize maintenance. [71

08 12] (See attachment) [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
645,000	-	105,000	-	-	750,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: US Dept. of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Oct. 28, 1977

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Nov. — 43] DAY [44: 28 — 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Oct. 28, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a category 3 project of nonmajor environmental impact under Oregon's Action Plan.

CATEGORY
3 PROJECT

NON - MAJOR
RS - 139(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 15, 1977

Section Goods Bridge Section

Unit (if appl)

County Clackamas

City

Highway Canby-Marquam

State Hwy. No. 170

Termini: M.P.(if appl) MP 1 - MP 2

Length 1 mile

Region 2

Construction Estimate to be determined
Program Amount

B. Purpose of Project:

The proposed project is to replace the existing structure and reconstruct the approaches to conform to changes in grade and alignment that may be incorporated in the design.

C. Origin & History of Project:

A bridge replacement study was authorized by Oregon Department of Transportation Commission August 23, 1977. A Request for Authority to Survey dated Aug 24,1977 has been forwarded for processing.

D. General Description of Project:

The proposal is to replace an existing substandard bridge to improve highway safety and minimize maintenance.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Traffic: Existing Facility: Existing ADT 3000; Projected ADT 5000; Yr. 1997

Existing Level of Service C

Proposed Facility: Projected ADT 5000; Yr. 1997

Projected Level of Service C

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels 4

Acres ± 1; Type of Relocation Req. none; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

None anticipated.

Type of Structure(s): The existing structure constructed in 1930 is 389' long and has 19' 3" of horizontal clearance. The bridge crosses the Mollala River at highway milepoint 1.31 and is designated highway bridge no. 1515.

Brief Description of River or Stream and Type of Involvement, if any:

The Mollala River is 46.3 miles in length extending to the southeast from its confluence with the Willamette River near Canby. The river drains approximately 323 sq. miles of area lying above the project site. Maximum river flow registered in recent years was 43,600 cfs on December 22, 1964. Bridge construction would require the removal of some streamside vegetation and some instream work.

Instream work would be coordinated with the Oregon Department of Fish and Wildlife to minimize the adverse impacts at construction.

FHWA and/or OSHD approvals given, if any:

The bridge study has been approved by the Oregon Department of Transportation Commission, August 23, 1977.

Location or Design Alternatives (identify and describe):

The proposal is to replace the structure at or immediately adjacent to its present location. Minor location and design alternatives would be considered during the preliminary engineering and design phases.

Other Descriptive Information or Comments:

Overhead facilities for power and telephone service would be affected by construction and a U.S.G.S. gauging station lying immediately upstream from the bridge may be displaced. The gauging station (No. 14-2000) is at river milepoint 6.01.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is generally the flat to gently rolling terrace of the easterly Willamette Valley plain lying to the south and east of Canby, Oregon. The Mollala River is the major drainageway. The river meanders through the area following a southeast to northwest direction and is confined in a rather deeply incised channel. Channel slopes vary from steep to gentle and support a dense growth of intermixed vegetation along the stream banks and low areas that are not suitable for farming.

Overstory vegetation include douglas fir, oak, big leaf maple and cedar. The midstory is elderberry, vine maple, ash, and alder. An understory of wild blackberry, scotch broom, and immature overstory species exists along field edges and open areas along the stream channel.

2. Cultural:

A rural farming area with an intermix of small acreage homesites, and large diversified farms. North of the bridge leading into the Canby city limits , small acreage homesites extend along both sides of the highway. South of the bridge, the highway extends through an area of larger farms that produce a diversity of crops.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

An improved alignment and the proposed wider structure and approaches would require additional right of way extending the existing right of way. Small parcels of land would be required from farmland, a homesite and from the river flood plane. Acquisition of right of way would not significantly affect any farm operation or displace any homes.

2. Estimated Impact on Traffic Patterns:

Traffic may be subject to temporary disruption during construction.

Consequences--Air Quality, Noise, Safety, etc.:

The bridge replacement would not affect traffic volumes or vehicles speed. Consequently there would be no adverse impacts to the ambient air quality or noise levels.

3. Estimated Impact on Land Use:

It is not anticipated that the proposed project would have any impacts on land use.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Some stream side vegetation and the vegetation along fence rows and within the highway right of way would be removed.

Consequences:

Some wildlife habitat would be temporarily displaced but would be replaced in time by natural regrowth and plantings for erosion control.

5. Expected Impact on Cultural and Scenic Resources:

An existing cutbank would be extended and would be an impact on the scenic resources visible from the highway. A cultural resources survey may be required.

Consequences:

Not significant as seeding and mulching would soon blend the excavating scar into the adjacent landscape.

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards   A noise study report will be prepared, if necessary.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed project would be consistant with the above plans and standards.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------   X----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT:

____ D & FEIS   ____ D & F Neg.Dec.   _X_ ASSESSMENT ONLY

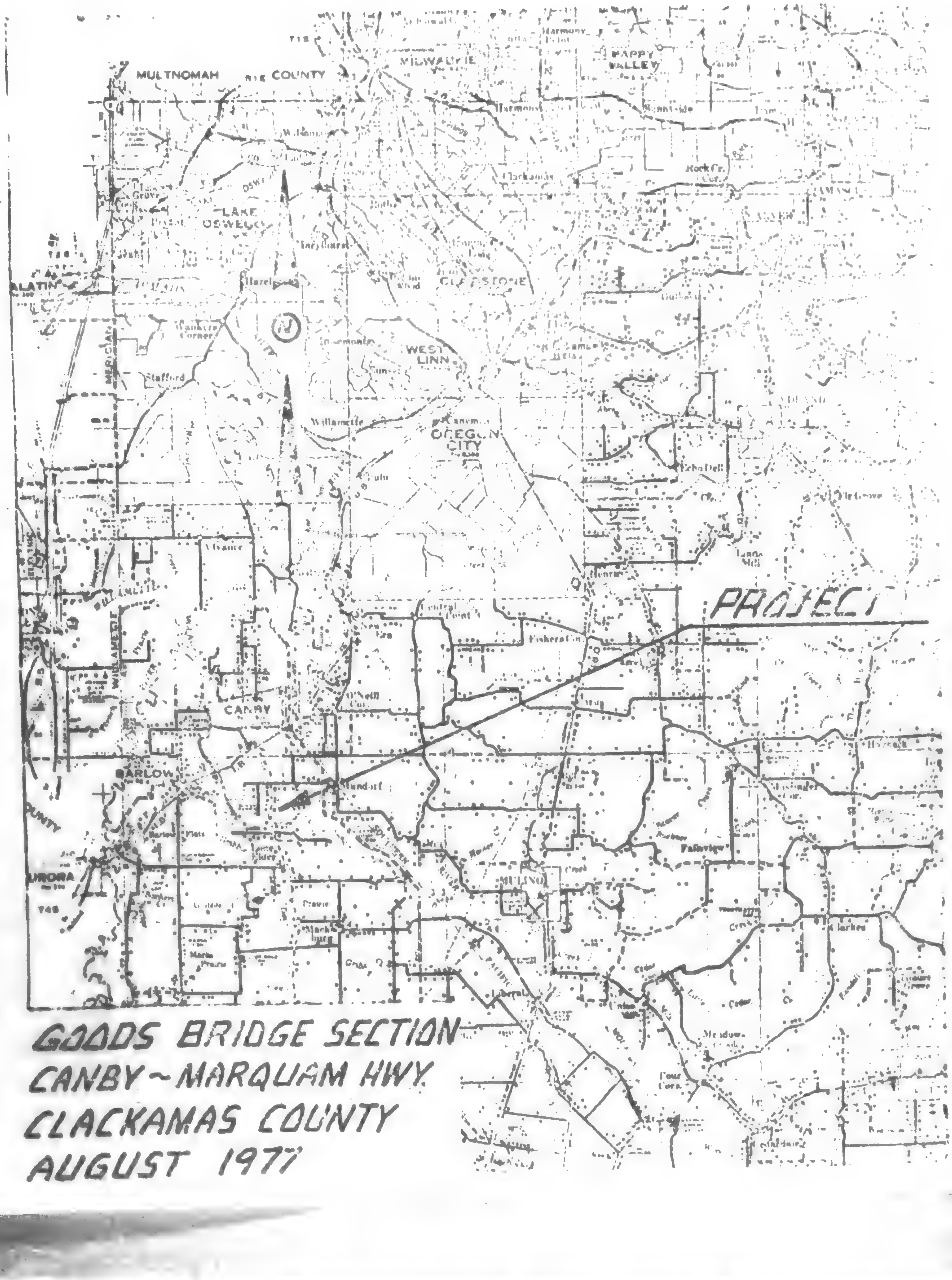
____ Section 4(f)   ____ Section 4(f)   ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10 e., projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ____ 1   ____ 2   _X_ 3   ____ 4

PROSPECTUS MAP


MULTNOMAH
COUNTY
MILWAUKIE
HAPPY VALLEY
Clackamas
LAKE OSWEGO
GLADSTONE
WEST LINN
Stafford
Willamette
OREGON CITY
PROJECT
CANBY
BARLOW
AURORA
MOLALLA

GOODS BRIDGE SECTION
CANBY - MARQUAM HWY.
CLACKAMAS COUNTY
AUGUST 1977

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: October 21, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Goods Bridge Section
Canby-Marquam Highway #170
Clackamas County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 :W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 10-20-77

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 13, 1977

In reply refer to: HB2-OR

SUBJECT: Project No. RS-139(-)
Project Assessment
Goods Bridge Section
Canby-Marquam Highway #170
Clacksmas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's September 20, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

CC:
OSHD (Potter)
" (Laux)
" (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
OCT 18 '77
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

orig X

GENERAL FILES

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 28, 1977

FILE:

NOTED
H. S. COULTER

FROM: Irene Hammer
Researcher

SUBJECT: File 49949

Canby-Marquam Highway #170
File 49950
Boring County Road

TO: G. W. Wimer
Local Government Engineer

In accordance with your request, I find the following:

Clackamas County Commissioners, by Resolution dated June 4, 1924, and Final Order, dated October 20, 1924, declared its intent to alter, widen and straighten the present traveled road known as the Rock Creek Bridge - Mt. Hood Loop Road, to conform to the established survey of Market Road No. 16. Market Road No. 16 is also known as County Road No. 1189. The above mentioned Resolution and Final Order is Recorded in Clackamas County Commissioner's Journal No. 28 at pages 460 and 515, respectively. These documents state that: "Said road to be 60 feet in width."

The State Highway Department has prepared maps 7B-27-3, 7B-21-8 and 9B-7-23 showing the right of way between Rock Creek and Boring. We have no previous maps showing right of way between Boring and the Mt. Hood Highway. A copy of Clackamas County's "Market Road No. 16" map has been copied and placed in the file for future reference. A sepia copy of this same map has been handed to Bill Sample, Final Design Supervisor, Road Design Section so that it may be placed in their files for future use.

The above-mentioned maps prepared by the Highway Department indicate that the County has acquired additional right of way over, across and along the existing Market Road No. 16 in most instances. Except where the additional right of way is indicated on the maps, the right of way and survey of Market Road No. 16, as set forth in the above-mentioned County Commissioner's Journal would establish the location and width of this county road.

There are several deeds in file, dating from 1927 to 1953, obtained from the Clackamas County Surveyors files. These deeds as well as the file numbers listed on map 7B-27-3 are being checked out by Mr. Winston Kurth's office (Clackamas County Engineer). He will place this information on a map or maps and forward this information to us as soon as possible.

Attached is a copy of a letter to Rick Kuehn, dated August 30, 1977, which gives establishment data regarding the Canby-Marquam Highway No. 170.

If there are any questions regarding this report, please contact me.

IH:nn
Enc.
cc: H. S. Coulter
J. B. Boyd
Jack Sollis
Ed Hardt
Winston Kurth
Dexter Milne

10-6-77
[illegible]

RECEIVED
STATE HWY ENGR
SEP 28 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Salem, Oregon
August 30, 1977

Irene Hammer
Researcher

File 49949
Canby-Marquam Highway #170

Rick Kuehn
District Engineer
District 3
101 E. Salem Highway Building
Salem, Oregon 97310

The Canby-Marquam Highway was designated as State Secondary Highway No. 170 by the State Highway Commission, June 13, 1941. This highway was formerly known as Clackamas County Road No. 1202 and Market Road No. 10.

Enclosed are copies of the following road establishment documents:

County Commissioners Journal No. 29:

A. Page 1 - Resolution, dated December 3, 1924.
B. Page 14 - Viewers appointed - January 7, 1925
C. Page 41 - Final Order - dated February 6, 1925.

County Commissioners Journal No. 36 - Page 682 - Market Road No. 10 designated as a secondary state highway June 13, 1941.

Deeds acquired by County:

Fred Philippin, et ux, deed dated December 20, 1920; recorded in V. 166, P. 34 & 35. (Goods Bridge area)

Paul W. Naumann, et ux, deed dated September 27, 1922; recorded in V. 182, P. 308. Right of way is 60 feet wide for "A PUBLIC ROAD".

Herman Kuhnke, et al, deed dated March 23, 1920; recorded in V. 157, P. 300. Right of way is 50 feet wide for A PUBLIC ROAD.

Also enclosed is a copy of the Canby-Marquam Market Road No. 10 Map. There is no date on this map, however, Dexter E. Milne, Clackamas County Surveyor assures me that this map was prepared in the early 20's in accordance with the above listed Resolution and documents.

The above County Road Establishment Resolution does not state a right of way width, therefore, it is assumed that in accordance with the Statutes the right of way is 60 feet in width.

If I can be of further assistance give me a call.

ih
encls.

cc: John Sheldrake, Reg. Engr.
Jim Dixon, R/W. Super.
Purl Arensmeier

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 21, 1977

FROM: G. W. Wimer
Project Development Engineer

SUBJECT: Rds. Exchange
Marquam Highway
Roaring County Road
Clackamas County

Asked Ed Hardt to look closely at date and if Oct 18 is too soon to complete R/W work, etc.
HSC

9-24-H

Attached are copies of an agreement with Clackamas County to transfer the Canby Marquam Secondary Highway to the County in exchange for the State acceptance of the Boring County road on the Secondary Highway System.

The agreement has been prepared for this exchange in accordance with action taken by the Transportation Commission on April 19, 1977 to proceed with this transfer of roads.

The Agreement has been signed by the County in which the 8.0 miles of State Secondary Highway will be exchanged for 8.4 miles of County Road.

A resolution will follow to redesignate the County Road as a part of the State Highway System.

The agreement has been reviewed by Mr. Sollis and has been approved by him as to form. Normally he does not review these agreements. No special dating or signatures on the agreement is required. The effective date is when the Summary is authorized by Mr. Jackson.

The Summary is pointed toward an effective date of October 18th. We request that the approval be delayed until near that date to permit the Region to contact the County regarding the transfer and to allow time for a R/W search.

Mr. Sollis requests that on future exchanges of this nature the R/W of the County road being accepted be researched. We've arranged such on this trade by the attached letter. The County has legal means to perfect Title that the State doesn't have. He thinks we should take advantage in future trades before they are finalized. Your guidance regarding future perfixes for the cost of such a study is requested. It is suggested it come from the Region who will gain by the elimination of part or all of an existing highway.

A draft of a suggested letter for you to send to Region I is attached.

SUMMARY

Agreement between State and Clackamas County to transfer the Marquam Secondary Highway to the County in exchange for the Boring County road to be designated as a State Highway.

9/23/77
cy Shelldrake & Hardt + Wimer

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Region Engineer, Ed Hardt

DATE: September 21, 1977

Scott

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Exchange of Road
Canby-Marquam Highway
Boring County Road
Clackamas County

This office has received a signed agreement from Clackamas County in which the County agrees to accept the Canby-Marquam Highway in exchange for accepting the Boring County road as a State Highway. This agreement will be finalized about October 18, 1977.

The agreement provides that State shall furnish any maps, records and data pertinant to the Highway to be transfered to County. Please forward to the County any data from your files which may be of use to them.

The County shall be contacted for any maintenance or other work required prior to the final transfer of these roads.

You should also agree with them regarding the effective date. If it is other than about October 18, 1977, the new date should be documented in the records.

For your information, attached is a letter from Local Government Manager Gerald Wimer, to Right of Way Manager J. B. Boyd requesting a right-of-way history of both roads involved in this exchange to be developed.

cc - John Sheldrake

J. B. Boyd
Right-of-Way Engineer

September 21, 1977

G. W. Wimer
Local Government Engineer

Exchange of Roads
Canby-Marquam Highway
Boring County Road
Clackamas County

This office is presently arranging for the exchange of the Canby-Marquam Secondary Highway to Clackamas County for the transfer of the Boring County Road to the State Highway System.

Please make a right-of-way study of the records of the Canby-Marquam Secondary Highway in order that any data pertinent to this highway may be furnished to the County. This will conform with the provisions of the agreement for the transfer of data.

Also, please do the same for Boring Road. The County has procedures available to correct titles that are not available to the State. Any serious title deficiencies regarding Boring Road are needed at an early date as the Transportation Commission will be taking action on the exchange agreement in October, unless you call attention to any serious deficiencies prior to then.

PBA:GWW:lml

cc: H. S. Coulter
Jack Sollis
Ed Hardt
John Sheldrake

CATEGORY
3 PROJECT

NON - MAJOR
RS - 139(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

ART 1. GENERAL INFORMATION

A. Project Identification:

Date September 15, 1977

Section Goods Bridge Section

Unit (if appl)

County Clackamas

City

Highway Canby-Marquam

State Hwy. No. 170

Termini: M.P.(if appl) MP 1 - MP 2

Length 1 mile

Region 2

Construction Estimate to be determined
Program Amount

B. Purpose of Project:

The proposed project is to replace the existing structure and reconstruct the approaches to conform to changes in grade and alignment that may be incorporated in the design.

C. Origin & History of Project:

A bridge replacement study was authorized by Oregon Department of Transportation Commission August 23, 1977. A Request for Authority to Survey dated Aug 24,1977 has been forwarded for processing.

D. General Description of Project:

The proposal is to replace an existing substandard bridge to improve highway safety and minimize maintenance.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 3000 ; Projected ADT 5000 ; Yr. 1997

Existing Level of Service C

Proposed Facility: Projected ADT 5000 ; Yr. 1997

Projected Level of Service C

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels 4

Acres ± 1; Type of Relocation Req. none; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

None anticipated.

Type of Structure(s): The existing structure constructed in 1930 is 389' long and has 19' 3" of horizontal clearance. The bridge crosses the Mollala River at highway milepoint 1.31 and is designated highway bridge no. 1515.

Brief Description of River or Stream and Type of Involvement, if any:

The Mollala River is 46.3 miles in length extending to the southeast from its confluence with the Willamette River near Canby. The river drains approximately 323 sq. miles of area lying above the project site. Maximum river flow registered in recent years was 43,600 cfs on December 22, 1964. Bridge construction would require the removal of some streamside vegetation and some instream work. Instream work would be coordinated with the Oregon Department of Fish and Wildlife to minimize the adverse impacts at construction.

FHWA and/or OSHD approvals given, if any:

The bridge study has been approved by the Oregon Department of Transportation Commission, August 23, 1977.

Location or Design Alternatives (identify and describe):

The proposal is to replace the structure at or immediately adjacent to its present location. Minor location and design alternatives would be considered during the preliminary engineering and design phases.

Other Descriptive Information or Comments:

Overhead facilities for power and telephone service would be affected by construction and a U.S.G.S. gauging station lying immediately upstream from the bridge may be displaced. The gauging station (No. 14-2000) is at river milepoint 6.01.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is generally the flat to gently rolling terrace of the easterly Willamette Valley plain lying to the south and east of Canby, Oregon. The Mollala River is the major drainageway. The river meanders through the area following a southeast to northwest direction and is confined in a rather deeply incised channel. Channel slopes vary from steep to gentle and support a dense growth of intermixed vegetation along the stream banks and low areas that are not suitable for farming.

Overstory vegetation include douglas fir, oak, big leaf maple and cedar. The midstory is elderberry, vine maple, ash, and alder. An understory of wild blackberry, scotch broom, and immature overstory species exists along field edges and open areas along the stream channel.

2. Cultural:

A rural farming area with an intermix of small acreage homesites, and large diversified farms. North of the bridge leading into the Canby city limits , small acreage homesites extend along both sides of the highway. South of the bridge, the highway extends through an area of larger farms that produce a diversity of crops.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

An improved alignment and the proposed wider structure and approaches would require additional right of way extending the existing right of way. Small parcels of land would be required from farmland, a homesite and from the river flood plane. Acquisition of right of way would not significantly affect any farm operation or displace any homes.

2. Estimated Impact on Traffic Patterns:

Traffic may be subject to temporary disruption during construction.

Consequences--Air Quality, Noise, Safety, etc.:

The bridge replacement would not affect traffic volumes or vehicles speed. Consequently there would be no adverse impacts to the ambient air quality or noise levels.

3. Estimated Impact on Land Use:

It is not anticipated that the proposed project would have any impacts on land use.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Some stream side vegetation and the vegetation along fence rows and within the highway right of way would be removed.

Consequences:

Some wildlife habitat would be temporarily displaced but would be replaced in time by natural regrowth and plantings for erosion control.

5. Expected Impact on Cultural and Scenic Resources:

An existing cutbank would be extended and would be an impact on the scenic resources visible from the highway. A cultural resources survey may be required.

Consequences:

Not significant as seeding and mulching would soon blend the excavating scar into the adjacent landscape.

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards A noise study report will be prepared, if necessary.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed project would be consistant with the above plans and standards.

C. Recommended Type of Action and Documentation:

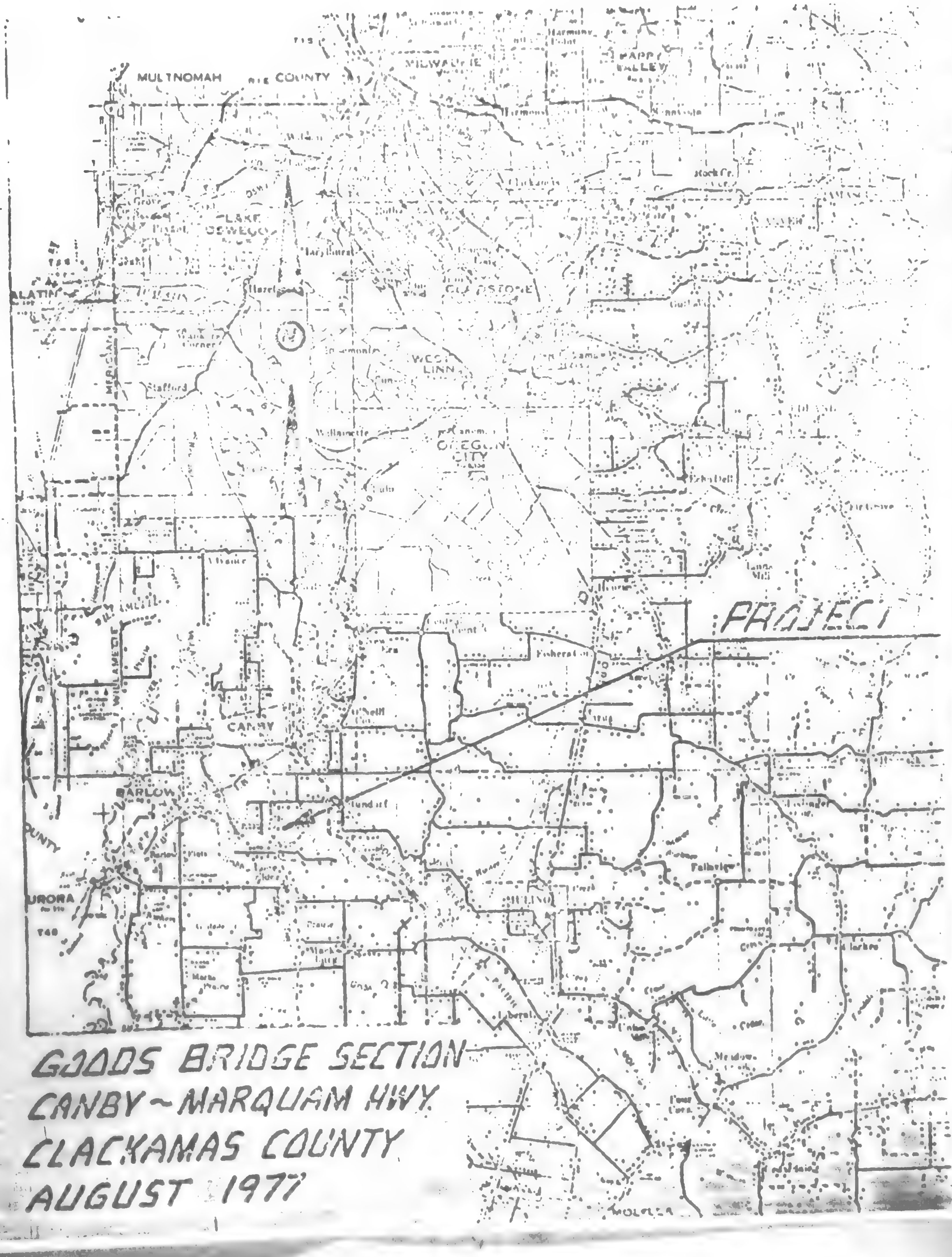
-------------MAJOR ACTION-----------------		X----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10 e., projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

PROSPECTUS MAP


MULTNOMAH
COUNTY
MILWAUKIE
HAPPY VALLEY
LAKE OSWEGO
GLADSTONE
WEST LINN
OREGON CITY
CANBY
BARLOW
AURORA
MOLALLA
PROJECT

GOODS BRIDGE SECTION
CANBY ~ MARQUAM HWY.
CLACKAMAS COUNTY
AUGUST 1977

DATE: August 9, 1977

TO: Oregon Transportation Commission

FROM: F. B. Klaboe
Chief of Operations

SUBJECT: Goods Bridge Replacement
Canby-Marquam Highway, Exchange for Boring Road

On the Consent Calendar for the August 23 meeting will be a request to proceed with preliminary engineering on the Goods Bridge Section of the Canby-Marquam Highway in Clackamas County. The cost estimate is $50,000, of which $42,900 will be FY 1978 Federal Aid Secondary funds and $7,100 will be State Highway funds.

At your April 19 meeting, transfer of the Canby-Marquam Highway to Clackamas County in exchange for Boring Road was discussed. Goods Bridge should be replaced. The County offered, as part of the exchange, to provide the local match. The cost estimate is over $750,000. Such funding has been strongly supported in previous Six-Year planning meetings in the area but was not included in the last program.

Your authorization of preliminary engineering at this time will allow planning to proceed for possible early replacement, subject to the Six-Year program review.

bc: C. W. Head
H. S. Coulter
L. W. Rulien
D. H. Moehring
J. H. Versteeg
Ed Hardt
Robert A. Burco
E. S. Hunter
George Bell
R. L. Schroeder
W. J. Hart
John Sheldrake

GWW:lml

70

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 2, 1977

FILE:

NOTED
H. S. COULTER

FROM: John H. Wood
Bridge Maintenance Engineer

TO: G. W. Wimer
Local Government Engineer

SUBJECT: Molalla River (Goods Bridge) #1515
Hwy. 170, M.P. 1.31

934-K

As we recently discussed by phone, Goods Bridge has been reviewed and a few items of the inventory have been revised.

The structure is very narrow and has a poor horizontal alignment. Physically, the structure is sound and can safely carry the traffic. However, jump stringers have been installed in the timber approach spans to strengthen the spans. Through a technicallity in the rating system we are able to consider these jump stringers as a temporary repair and rate the condition of the bridge on the original stringers.

Our inventory now shows that the bridge is in poor condition and will, after proper application and paper work, be eligible for special bridge replacement funds.

Because of the large number of structures eligible for SBR funds and the small amount of money available, your statement to Mr. Coulter that there is little likelihood of SBR funds for this bridge is still fairly accurate.

JHW:rb

cc: H. S. Coulter
John Sheldrake
Bill Bangert

RECEIVED
STATE HWY ENGR
AUG 3 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

K

1

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: 1-77
~~July 22, 1977~~

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: Goods Bridge Replacement
Canby-Marquam Highway
Exchange for Boring Road

It is understood that subsequent to my July 11, 1977 letter Larry Rulien has discussed actual construction of Goods Bridge using State Federal Aid Secondary and County match with you and F. B. Klaboe.

For such action, attached for your consideration is a draft letter to present the matter to the Commission on August 23.

GW:ljt

Att.

cc: L. W. Rulien
E. S. Hunter

Not approved at this time
Suggest we proceed with design work and try and plug job into new six-year plan

8-1-77
orig. to Wimer

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO

FOR

Into	Inves	R/D	D/R	Sign	Act	File

81-125-1307

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1977

Mr. John McIntyre, Director
Department of Public Works
Clackamas County
902 Abernathy Road
Oregon City, Oregon 97045

934-H

Dear John:

Enclosed is an agreement pertaining to the transfer of the Canby-Marquam Highway to Clackamas County in exchange for the Boring County Road, as discussed through earlier correspondence, meetings and action taken by the Transportation Commission at their April 19 meeting.

Please review the agreement and if satisfactory, present it to your Board of County Commissioners for consideration. If approved, sign all copies and return to this office along with a resolution or other appropriate document transferring the Boring County Road to the State and acceptance by the County of the Canby-Marquam Highway from the State as a county road.

After approval by the Transportation Commission, a fully executed copy will be returned for your records.

Thank you for your cooperation.

Very truly yours,

George N. Hopkins
Local Government Programs Engineer

GNH/PBA:sch

Enclosure

H.S. Coulter

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAY 17 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1035

2

TRANSCRIPT FROM COMMISSION MEETING HELD APRIL 19, 1977
Agenda Item 4b-2

MR. SCOTT COULTER: The next item on the agenda is actually a proposal for your consideration to implement a section exchange. If you remember at the Commission meeting in December we had some people, representatives from Clackamas County and the Clackamas County area that appeared before you and made several proposals - one of which was an exchange - jurisdictional change - proposing that the - that you take over as part of the State Highway System the Boring County Road which currently is functionally classified as a minor arterial. It also carries a State Highway Route Designation, Highway 212 I believe. In exchange their proposal was that the County take over the Canby-Marquam Highway, south of Canby including a bridge that will require about a 3/4 of a million dollar project in order to rebuild that they would take over the road with that deficient bridge and propose to reconstruct the bridge providing the - under a Federal Aid Secondary project on the county road. I submitted to you earlier a report prepared by our staff which comes out somewhat recommending against the proposed change in that perhaps on a strickly dollar basis that the exchange should not be implemented at the present time, however, my recommendation to you is kind of contrary to that staff recommendation because of the realignment that does take place if we exchange about 8 miles in each case - an opportunity I felt to realign the Highway System somewhat and put those roads that do provide a inter-regional service to the motoring public on the state highway system and at the same time getting one that functions just as a collector off from the State Highway System and onto the County Road System.

I did indicate to John McIntyre, the Director of Public Works for Clackamas County, that if it appeared that you as a Commission were not going to implement the exchange and approve the exchange at this meeting, that I would suggest that you defer action until they had a chance to come at you with their loaded guns and convince you that the exchange is the proper thing to do. I indicated to John that I would mention that to you, my recommendation is that you authorize us to proceed towards a consummating agreement in making this exchange of highways and we take over the Boring County Road and Clackamas County take over the Canby-Marquam Highway.

MR. JACKSON: You're satisfied that this trade is in the best interests of the State in terms of the basic highway system?

MR. COULTER: I am.

MR. JACKSON: Any reason why this action be should deferred?

MR. COULTER: No.

MR. JACKSON: Anybody object to the proposal? Well, let's do it then.

MR. COULTER: Okay.

HIGHWAY DIVISION

OREGON DEPARTMENT OF TRANSPORTATION
SALEM, 97310

FOR ADDITIONAL INFORMATION CALL: John J. Earley
SALEM 378-6546

April 19, 1977

77-88-Se
FOR RELEASE AT OREGON TRANSPORTATION COMMISSION MEETING

The transfer of the Canby-Marquam Secondary Highway in return for the Boring County Road was approved today by the Oregon Transportation Commission.

The transfer was originally proposed by Clackamas County at the December 21, 1976 meeting of the commission with the understanding that Goods Bridge would have to be reconstructed at county expense. Goods Bridge is a narrow structure with one-way traffic for trucks and buses on the Canby-Marquam Highway.

The Canby-Marquam Highway is 8 miles long while the Boring County Road, which extends from the Clackamas Highway to the Mt. Hood Highway, is 8.5 miles long.

Boring Road is in a rapidly developing residential area between the communities of Damascus and Boring. It is functionally classified as a minor arterial, a classification more appropriate for a state highway and eligible for Primary federal-aid funds, while the Canby-Marquam Highway is functionally classified as a major collector, the classification that would apply to many county roads.

# # # #

9035

1

April 12, 1977

Mr. John C. McIntyre
Clackamas County Director of
  Public Works
902 Abernethy Road
Oregon City, OR   97045

Dear Mr. McIntyre:

934-H

As discussed with you yesterday, the swap of the Canby-Marquam Highway and the Boring County Road will be discussed with the Transportation Commission at its meeting next week.

If it appears that the Commission is going to take action contrary to your wishes, I will request deferral of any action until Clackamas County has an opportunity to meet with the Commission.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
R. N. Bothman
Walt Hart, Region 1
F. E. Terpin
George Bell
Max Klotz

Scott

DATE: April 11, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

AGENDA
APR 19 1977
H b-2

SUBJECT: Transfer of Canby-Marquam Highway
and Boring County Road
Clackamas County

At the December 21, 1976 meeting, Clackamas County proposed the transfer of the Canby-Marquam Highway in return for the Boring County Road. The attached report is a comparison of certain features between the state highway and the county road.

Even though the staff recommends against the exchange at this time, it is my recommendation that we proceed toward an exchange of the two roads because the county road is functionally classified as a minor arterial--a classification more appropriate for a state highway and eligible for Primary federal-aid funds, whereas the Canby-Marquam Highway is functionally classified as a major collector--the classification that would apply to many county roads.

This information is being furnished prior to the April 19 meeting as it will be an item on the agenda.

HSC:ia

Att.

cc John C. McIntyre
Director of Public Works
Clackamas County

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
F. E. Terpin

R. N. Bothman
Walt Hart, Region 1
George Bell
L. W. Rulien
Max Klotz

NOTED
C. W. HEAD

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

RECEIVED
STATE HWY ENGR
APR 11 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act. | File

April 7, 1977

Mr. H. Scott Coulter
State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

I've just finished reading THE CANBY HERALD and with my emotions running high, cannot resist this letter. It appears that Good's Bridge may be headed for an archaic government's syndrome of "to hell with efficiency, tradition must be maintained at all costs," "stall -- a decision requires a fixed position" or "say no, changes might cause problems."

Good's Bridge is grossly inadequate to sufficiently and safely meet the needs of the motoring public. We all have our methods of determining priorities, which can be altered to fit our bureaucratic needs, but the true fact is that Good's Bridge is a danger to its users.

Clackamas County first proposed a transfer of this facility, as it was consistent with the State's Functional Classification Study, and more importantly, fulfilled the needs of the people who drive on county and state highway facilities. These individuals look to government for service and it is incumbent on both of us to provide these services, if possible, irrespective of our past traditions.

I personally feel that the transfer idea was innovative and one that would be of benefit to both agencies. To read a statement that your staff is against a particular project, even though maintenance responsibility would be more efficient, is hard for me to swallow.

It is also amusing that a statement would be made that Highway 212 would need considerable work to bring it up to the standards of a state highway. I subscribe to the fact that Highway 170 is far below the standards of Highway 212 and unlike 212, needs immediate attention. I should also point out that Clackamas County has recently completed a FAS project on 212 correcting its most serious deficiencies. This project cost us close to $1 million.

Our current budget is carrying sufficient match funds to build Good's Bridge, once a qualifying Federal program is found by you and I can assure you and the users of Good's Bridge that our upcoming budget will carry a like expenditure.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

Another point I wish to make about this project involves communication and coordination. I was very disturbed about the way you handled the decision on the roadside rest area on Mt. Hood. The reasons for dropping the project at that time were understandable; the way it was handled by you and your staff was deplorable. Had we been notified of the staff recommendation and been given an opportunity to appear before the Commission, it would have been of considerable help in providing us with sufficient background material to explain your action to the people of this County. Public relations which we both need badly, could have been fostered. I certainly hope that Good's Bridge is not handled in this fashion.

One last thought, it has occurred to me that your staff, responsible for matters such as this, has been couped up too long in your marble palace. It would do us all some good to let these people out on occasion to rub shoulders with the citizens and learn of their needs. Programs must be designed to fulfill citizen's needs, not our own.

JOHN C. McINTYRE - Director of Public Works

/lb

Encl.

Oregon City Ore 97045

Herald

including
AURORA-NORTH
MARION NEWS

Wednesday, April 6, 1977

FIVE SECTIONS

Decision on bridge near

By AL SCHWARTZ

The State Transportation Commission may decide at its next meeting whether to accept a county plan that would allow replacement of Good's Bridge, according to Scott Coulter, state highway engineer.

But Coulter indicated the plan will go to the commission with less than the wholehearted recommendation of the staff.

The bridge, crossing the Molalla River south of Canby on Highway 170, has been a chronic topic of complaints because it is narrow and includes both a curve and a grade. Most traffic between Canby and Molalla passes over it.

Coulter and John McIntyre, county public works director, explained in separate conversations that the highway, and thus the bridge, are now the responsibility of the state.

The state has little money for work and gives the bridge low priority while the county is ready to replace the bridge if the state is willing to trade responsibilities, they said.

Under the plan McIntyre has proposed to the highway division, the county would take over Highway 170 between Canby and Marquam and the state would take over Highway 212, which runs between Boring and Clackamas.

"I'm still trying to complete an analysis," Coulter said Friday, April 1.

He said he hoped to be able to put the plan before the next transportation commission meeting in about two weeks but that it might have to wait if work on it is incomplete.

Coulter said the recommendation of his staff appeared to be going against the plan.

"At the same time, I'm kind of inclined to do it," he said.

What the commission will do he would not attempt to say, but he said there is no policy against swapping highways.

The exchange might make maintenance more efficient, he said, but Highway 212 would need considerable work to bring it up to the standards of a state highway.

John McIntyre said he was expecting to hear soon what the status of his idea was with the state, but he added that he had been waiting for some time for even that much of an answer.

county dividing the remainder equally.

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Other projects

While the Good's Bridge project remained in limbo, work on replacement of another bridge began recently.

The Red Bridge, which crosses the Pudding River, is not expected to be replaced until the fall of next year, but Winston Kurt of the county public works department said preliminary engineering work is in progress and should be completed by next January.

The county expects federal aid to pay most of the cost of replacing the bridge

county dividing the remainder equally.

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

PROJECT MANAGEMENT
APR 11 '77
REFER TO:
FOR
Info
Investigate
R/D
Action
File
Letter
See me

April 7, 1977

Mr. Larry Rulien, Program Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

For approximately two years we have exchanged dialogue for transfering the responsibility of Good's Bridge to the County in return for the State assuming jurisdiction of Highway 212, east of the Rock Creek Junction. I've been under the assumption that you supported this and would devote your efforts in making it a reality.

We'd asked that you prepare the proper agreements, find us a Federal program for the bridge replacement and execute the transfer. We have in our current budget sufficient match funds to finance the project and we plan to carry this over to our 1977-78 budget year. This rather simple process could correct a gross deficiency in the state highway system and produce everlasting goodwill to both our agencies from the concerned citizens of the Canby area.

One thing appears to be lacking in the process and that is your ability to carry out the State's part. This situation has generated articles in the local paper, such as the ones I am enclosing. Certainly these will continue until something is accomplished. At this point, I'm not sure whether a request for transfer under the previous stipulated conditions is appropriate as all similar requests have met with the statement, "We're working on it."

When you were in this area things seemed to move and get done. You and I, collectively, provided those services which the citizens of the area needed. Now that you have been elevated, it appears that you are absorbing, through osmosis, the everpresent Salem bureaucratic approach to problems. I guess I can't fault you too much as this is a trait of a traditional leader.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

Really, Larry, inaction on your part reflects on government at all levels and doesn't do our image any good. Lets see if something can get done so that future articles are of a positive nature.

JOHN C. McINTYRE - Director of Public Works

/lb

Encl.

Page 4—The Canby Herald, Canby, Oregon, Wednesday, March 30, 1977

The Canby Herald

Letters to the editor

Call it 'Bad's Bridge'

I am writing to you because on Thursday, March 10, at approximately 7:10 a.m. my daughter almost lost her life on Good's Bridge. She was on her way to work when her car went out of control, due to the solid sheet of [illegible] ice that covered the bridge [illegible].

Within minutes after the accident my daughter had reached a phone and called the police and then me. Shortly after the call, I arrived at the bridge and had to drive across it to reach my daughter. The bridge was so icy it was all I could do to make it to the other side.

About this time, a Clackamas County deputy arrived, so I parked at the west end of the bridge and walked back to his car [illegible] with [illegible] that [illegible] wrecked [illegible] in the middle of the bridge was my daughter's and she was in Canby at that time. In talking to the officer, he remarked to me how icy the bridge was, as did a number of other people crossing the bridge at that time and stopping at the [illegible] side to view the accident.

This bridge is really an engineering marvel. Not only is it built on a fairly steep [illegible] grade, but it [illegible] [illegible] narrow and [illegible] trucks and [illegible] hardly eve[illegible] only 19 [illegible] to the [illegible] This bridge [illegible] percent w[illegible]

[illegible] time residents of this [illegible] old [illegible] [illegible] ires of the bridge. My daughter knocked out a post and the section of guard rail attached to it, but up about 20 feet from where her car hit there was a broken rail and a bad post that was from some prior accident and it had never been replaced. (Later the [illegible] did repair [illegible] not only the part my daughter damaged but also the other as well.)

After many phone calls to both county and state, I finally learned the state (thanks?) it owns the bridge and Highway 170. They told me they thought they had traded the county a highway over by the Clackamas River for this one. Maybe that was why the bridge had not been sanded that morning, because of the confusion between the state and county on the bridges ownership.

I feel that for the large amount of traffic that flows across this bridge, the state or county should replace it with a [illegible] one. School buses, Tri-Met buses, log, lumber and chip trucks, private cars and trucks, just to mention a few, use this bridge continuously. Does a serious accident with [illegible] have to happen before this [illegible] fixed? If so, maybe [illegible] renamed from Good's [illegible] reminder to the people [illegible] over it.

I am in the process of [illegible] into getting a petition dra[illegible] many people who feel the way I do can also express their opinion regarding the bridge.

William Weiss
Canby

Editorial

Replace Good's Bridge

Elsewhere on this page is a letter from a man whose daughter nearly was killed on Good's Bridge south of Canby.

We have nothing to add to what he has to say except to say that we are ready to do anything within our power to help get the bridge removed and replaced by a bridge that can carry the traffic on Highway 170 [illegible].

We realize the State [illegible] Department, which is [illegible] claiming that it is on the [illegible] broke, but this is an emergency. [illegible] old emergency, we must [illegible] is not the [illegible] of [illegible] way, who have been complaining about the bridge for years.

7035

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 11, 1977

Not sent

Mr. Winston W. Kurth
Clackamas County Engineer
902 Abernethy Road
Oregon City, OR 97409

Dear Mr. Kurth:

This will acknowledge your February 17 letter regarding the Clackamas County request to consider an exchange of Boring Road (County) and the Canby-Marquam Highway (State).

We have evaluated your request, and our current financial status will not permit such an exchange. Our studies indicate that it would require a significant expenditure of funds, both in construction and maintenance, to bring and maintain Boring Road to the level suitable for a state highway that will provide the kind of service compatible with the adjacent development. Inflation has eroded our revenues to the point where we cannot do an acceptable job of maintaining the present highway system.

As you are aware, we are attempting to get our budgets and additional revenue sources passed through the Legislature. Until we know the outcome of our efforts along this line, we cannot generate any interest in an exchange.

Sincerely,

H. S. Coulter
State Highway Engineer

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 4, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Canby-Marquam Highway
Boring County Road
Clackamas County

TO: E. S. Hunter
Deputy State Highway Engineer

Mr. John McIntyre, Clackamas County Director of Public Works, asked that the State consider an exchange of Boring County Road (Clackamas Highway to Mt. Hood Highway) for the Canby-Marquam Secondary Highway. This proposal was presented to the Transportation Commission at the December 21, 1976 meeting. There has been correspondence with the County and Region 1 relating to this transfer and indicating the County's willingness to accept on an FASC basis responsibility for reconstructing Goods Bridge at MP 1.3 on the Canby-Marquam Highway.

Goods Bridge is a concern of the local citizens because of its narrow width (19'03") which is restricted to one-way traffic for trucks and buses. Restricted sight distance is also indicated as a problem. A preliminary estimate of costs for a new structure and approaches is $750,000+.

The Canby-Marquam Highway (length, 8 miles) lies in a rural environment and except for the segment within the city of Canby, the roadway width is 22 to 30 feet of asphalt pavement in fair condition. Gravel shoulders vary from 2 to 8 feet in width. There has been no record of improvements on this highway since the State assumed responsibility in 1941. There are several areas where advisory speed signs are posted due to curvature. The vertical sight distance is also restricted in several areas. Correcting these deficiencies will involve 2 to 4-foot average cuts and fills through cultivated areas and 10- to 12-foot average cut and fill through creek areas; improvements would probably be unaffected.

1975 ADT varies from 3,000 vehicles at the south city limits of Canby to 1050 vehicles at Hamrick Corner (south end of highway). Volumes within Canby along this highway range from 6,200 to 3,600.

Boring Road extends from the Clackamas Highway to the Mt. Hood Highway (length, 8½ miles). It serves a rapidly developing residential area between the communities of Damascus and Boring. The roadway section has 24 to 26 feet of asphalt pavement in good condition with one-foot average gravel shoulders between the Clackamas Highway and Boring. The exception to this is the recently (1975) constructed 2.3-mile section (var. 44- to 50-foot paved width) from Boring westerly to Hogan Road. The easterly 1.2-mile section, from Boring to the Mt. Hood Highway, has 22 feet of pavement in fair condition with 2- to 4-foot gravel shoulders. There are no advisory speed signs on this County Road; however, the vertical sight distance is reduced in several places to 200 feet. It was noted that there are some 28 named County Road and subdivision street connections to Boring Road. Rural mailboxes are located at the edge of the roadway which restrict traffic flows during times of delivery. There are no bridges.

Any improvements of Boring Road will be costly because of the terrain and adjacent development. As a matter of interest, the 2.3-mile improvement mentioned above (Hogan Road-Boring) averaged $560,000 per mile not including right of way.

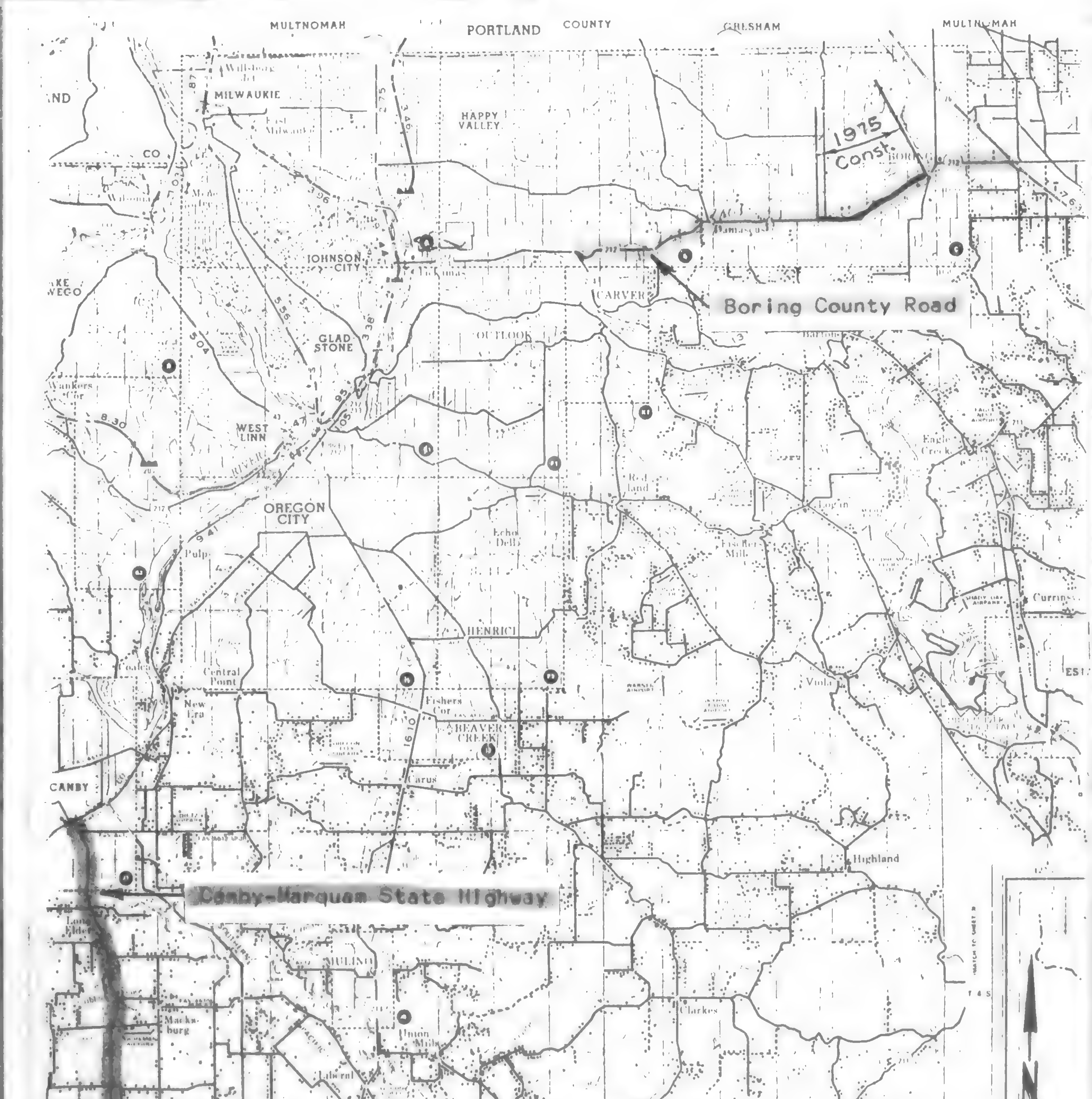
1975 ADT was 5,000 vehicles just east of the Clackamas Highway and 3,100 ADT east of Boring. ADT of 6,500 was seen through the community of Damascus.

While it is true that the recent classification of roads for the State lists Boring Road as a minor arterial and the Canby-Marquam Highway a step lower as a major collector, it is recommended that the Division not assume responsibility for Boring Road in an exchange of these highways.

The Canby-Marquam maintenance is of low frequency and loss of this highway would relieve us of only one man and truck at the most. It is believed that at least two men with trucks, and possibly three, would need to be added if the State assumed reasonable maintenance of Boring Road. This road is in a rapidly growing area and there will be more and more pressure to upgrade it as local congestion mounts. It is apparent that the economic advantage to the Highway Division lies with the status quo.

VAB/WNH:mc

cc Recon. File

MULTNOMAH
PORTLAND
COUNTY
GRESHAM
MULTNOMAH
MILWAUKIE
HAPPY VALLEY
1975 Const.
Boring County Road
JOHNSON CITY
CARVER
GLAD STONE
WEST LINN
OREGON CITY
HENRICI
Central Point
New Era
BEAVER CREEK
Carus
CANBY
Canby-Marquam State Highway
MULINO
Macksburg
Union Mills
Liberal
Needy
Hamricks Corner
Yoder
MOLALLA
Meadowbrook
Colton
Old Colton
Cedardale
Clarkes
Highland
Viola
Eagle Creek
Fernwood
Damascus
Outlook
Redland
Echo Dell
Fischers Mill
Logan
Fishers Cor
Pulp
N

ENVIRONMENTAL OVERVIEW

BORING ROAD

Boring Road serves as a minor arterial for the 8-1/2 miles between the Clackamas Highway and the Mt. Hood Highway. The road also serves a rapidly developing residential area between the communities of Damascus and Boring. Under a no-build situation, the following impacts would occur:

Decrease in the level of service

Higher road-user costs

Increase in accident rate and attendant costs

Additional maintenance costs as traffic increases

Increase in noise and air pollution

Under a build option, the present road should be upgraded to an A2 classification (two 12-foot travel lanes, 10-foot shoulders and left-turn refuges at major road connections) with the following impacts:

Adverse:

Displacement of homes and businesses

Loss of tax revenue through conversion of private property to public domain.

Temporary inconvenience during construction.

Positive:

Maintain or improve level of service

Decrease road-user costs

Decrease accident rate and costs

CANBY-MARQUAM HIGHWAY

The Canby-Marquam Highway is classed as a major collector; however, it is used primarily as a farm-to-market route for it's 8-mile length from Canby to Hamrick Corner. Other than the Goods Bridge over the Mollala River, the existing road is adequate for present-day traffic. Under a no-build option, the following impacts would occur:

Minor decrease in level of service at Goods Bridge

Minor increase in maintenance costs

Under a build option, the following impacts would occur:

Adverse:

Loss in tax revenue through conversion of private property to public domain

Temporary inconvenience during construction

Positive:

Improve level of service

Decrease road-user costs

Decrease accident rate and costs

SUMMARY

The above impacts on both roads will occur whether or not the exchange takes place. However, the need for improving Boring Road is justifiable at the present time, whereas the Canby-Marquam Highway, other than Goods Bridge, will adequately handle traffic for several years.

COMPARISON TABLES

PHYSICAL CHARACTERISTICS

	Canby-Marquam Highway	Boring County Road
Length, miles	8.0	8.4
Number of horizontal curves (ea)	26	15
Curvature, under 7 degrees (ea)	9	5
Curvature, over 7 degrees (ea)	17	10
Maximum curve and number	18° (2)	20° (1)
Grades, 5% and under (miles)	7.5	6.8
Grades, over 5% (miles)	0.5	1.6
Maximum Grade	7%	7%
Length, maximum grade (miles)	0.1	0.1
Restricted stopping sight distances (No.) 55 MPH design	23	27
Regulatory controlled horizontal curves (No.)	8	0
Speed zones (ea)	1 (Canby)	2 (Damascus & Boring)

ACCIDENT RATES (million vehicle miles)

Year	Statewide Average	Canby-Marquam Highway	Boring County Road
1975	2.64	3.28	4.56
1974	2.49	3.24	4.53
1973	2.67	1.94	3.71
1972	2.52	1.93	3.31
1971	3.74	3.33	4.59
Number of fatalities (1971-1976)		0	4

AVERAGE DAILY TRAFFIC

		Canby-Marquam Highway	Boring County Road
1976	Low count (rural area)	1,150	3,350
	High count (urban area)	6,700	7,000
1996 Projection	(rural area)	1,950	6,700
	(urban area)	11,400	14,000

RECONNAISSANCE COST ESTIMATES

	Canby-Marquam Highway	Boring County Road
Improve to current standards*	$3,200,000	$5,100,000
Annual maintenance costs	$20,000	$25,000-$30,000

*Estimates of costs based on two-lane section and include climbing lanes. Cost estimate by prototype methods only.

9035

2/25

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

February 17, 1977

Mr. E. S. Hunter
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Clackamas County has, on several occasions, requested that the Oregon State Highway Department consider the exchange of jurisdiction of Highway 212 in return for the County's acceptance of the Canby-Marquam Highway.

Highway 212 is a major arterial route which carries intercounty and interstate traffic. It is a logical State Highway route which carries a State Highway route designation. The Canby-Marquam Highway acts as a farm to market road and is a more logical County route.

Clackamas County had hoped a decision on this transfer could be reached within three (3) months. I would appreciate hearing from you regarding the status of this road transfer request.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/rn

RECEIVED
FEB 22 1977
LOCATION SECTION

RECEIVED
STATE HWY ENGR
FEB 18 '77
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

GENERAL FILES

FORM E-30X 1025

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 8, 1977

TO Frank Terpin
Location Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Highway 170 - Goods Bridge

934-H

Clackamas County has proposed an exchange of highways in the vicinity of Canby which involves Goods Bridge. As I remember, the proposal was suggested in a letter to Larry Rulien and, later, by a Clackamas County delegation which appeared before the Commission.

Please dig out the correspondence and Commission minutes and prepare a report, complete with your recommendation, regarding the proposed exchange.

ESH:ja

cc H. S. Coulter
L. W. Rulien
Walt Hart

Region 1 - Milwaukie
June 14, 1976

EDWARD L. HARDT
Regional Engineer

L. W. RULIEN
Project Management Engineer

FUNCTIONAL RECLASSIFICATION
OF HIGHWAYS
Highway 212 from Clackamas
Highway to Mt. Hood Highway
Canby-Marquam Highway

Clackamas County's Director of Public Works, John McIntyre, has made a proposal that we trade two highways lying in Clackamas County. He proposes that we take over the highway which is presently signed as 212, lying between the Clackamas Highway and the Mt. Hood Highway and going through Damascus and Boring. In exchange he offered to take over the Canby-Marquam Highway lying between 99E and the Woodburn-Estacada Highway.

The functional reclassification shows the Canby-Marquam as a major collector and the Boring Road Highway as an arterial, so the trade seems logical. The Boring Road in appearance and function looks like a State highway. In fact, it is presently signed as such, whereas the Canby-Marquam Road looks like a normal farm-to-market-road found throughout this area of Clackamas County. Mike Stovall has made a windshield survey of the Highway 212 route through Damascus and Boring and I have attached a copy of that survey for your information.

John's proposal has an interesting twist in it. Our six-year meeting in Oregon City indicated a lot of pressure from the Canby area for an improvement to the Good's Bridge on the Canby-Marquam Road. The complaint is that it is narrow, crooked, and located on alignment such as is difficult for large trucks and school buses to negotiate. John says that the County has the local match (22%) for a replacement project and is willing to take over the highway knowing that the bridge needs to be replaced. He also admits that the Damascus-Boring Highway will ultimately need some realignment due to the high volumes that are anticipated will use it in the future. His offer of replacing the Good's Bridge is contingent on you and he being able to find a Federal-Aid program to cover that project.

I realize that the functional reclassification of highways throughout the State brings up the question of State vs. County jurisdiction on a number of roads, so that as a result we may be premature in suggesting a trade of these two at the present time. However, the trade seems reasonable, the mileages are approximately equal, and so I offer the County's proposal to you for your evaluation. Incidently, there are two other highways in Clackamas County which will be classified as major collectors and could

PROJECT MANAGEMENT
OCT 29 '76
REFER TO
FOR
Info
Investigate
R/D
Action
File
Letter
See me

REGION I
RME RCE OE RE
UE SO REM RSC
RBI ENV LOC FAE

conceivably be considered for County take over. They are the Timberline Road and the Clackamas Highway above Estacada. I would imagine that politically we will always have the Timberline Road and the County has already told me to forget about any idea of getting them to take over the upper Clackamas Highway. You may have some negotiating thoughts in mind about the full picture in Clackamas County, so I'll defer to your judgement whether we shall proceed with the trade as offered, but it does look reasonable from where I sit.

ELH/ggw:lms
Attachment
cc: Chuck Fredrickson
Harry Woodward

Hwy 212 - Clackamas County

Rock Creek to Intersection Hwy 26
Approx. length 8.6 mi
Part width varies
5.1 mi - 26' width - narrow shldrs. $500,000
1.2 mi - 20' width - 5'± shldrs $250,000
2.3 mi new const - 2-3 lane

1- Annual Maint Costs comparable to Cascade Hwy - Oregon City - Molalla

2- Repairs needed - Minor patching

3- Maintenance - Boring Int. (Hwy 26) to Boring
Sandy - Rock Creek to Boring - Estacada

To Bring to acceptable stds (32 ft) - $750,000

~~$750,000~~

Routes under State jurisdiction classified as major collectors in

Clackamas County

CANBY - MARQUAM HIGHWAY	8.0 mi.
CLACKAMAS HIGHWAY (Above Estacada)	26.3 mi.
TIMBERLINE HIGHWAY	5.5 mi.

Routes in Clackamas County under county jurisdiction classified as arterials.

BORING ROAD	8.5 mi.

OE [✓ RE] RME RCE NOTED FAE ROSE
TE RECEIVED RSM
UE JUN 4 1976 RSC
SO REGION 1 RBI
ENV LOC

1979 Battle Cr.-N. Jefferson 9036
Intchg. Sec., Pac. Hwy. (Grad.,
pav., barr., struc., sig. & ill.) #4

C&A 7031 7-26-79
7-27-79

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- 8700

R- ________

Reported to Commission: July 1986

Name of Case: Morse Bros. (Contract #9036)

Cause of Action: Breach of Contract County: ________

Demands of Plaintiff: $100,000.00

Settlement: ________

REMARKS:

Claim denied by C. T. Keasey on February 28, 1983. The contractor threatened suit. Additional meetings were held in February of 1984, however, there has been no further activity since that time. The file is to be closed without further action.

William F. Cloran
Signature of Attorney

Concurrence of Chief Counsel

cc: John McCulloch
[redacted]

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 5	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 3/25/85	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. I-5-4(86)245
COMPLETION DATE (Actual) 8/5/82	ACCEPTANCE DATE BY CONRTACT AGENCY 10/26/84	TIME ELAPSED 100 %	CONTRACT TIME 700 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BATTLECREEK - NORTH JEFFERSON INTERCHANGE
PACIFIC HIGHWAY (I-5)
Grading, Paving & Structures

This project provided for the construction of a northbound climbing lane, major revisions to three interchanges, safety improvements, and an AC overlay of 5.6 miles of Interstate 5 near Salem, Oregon.

The final project cost overran the original authorization by approximately 3 percent. A listing of the overruns (and underruns) is attached to this report.

A final inspection of the completed project was made August 13, and November 23, 1982.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Cy
4/1

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 3/27/85	TITLE Field Operations Engineer	DATE 3/27/85

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

January 24, 1985

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9036

Gentlemen or Ladies:

On November 5, 1984, we wrote to you concerning release of final payment on Contract No. 9036 awarded to Morse Bros., Inc. for work on the Battle Creek-North Jefferson Interchange Section of the Pacific Highway in Marion County.

Final payment on this contract is $1,887.13. The total contract amount is $13,153,442.69 including $96,924.76 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9036

November 5, 1984

CON

Richard Reinhard
Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

Battle Creek-N. Jefferson
Contract No. 9036

Your letter of October 23 asks what the holdup is to receiving final payment on the above project. The final estimate and voucher were mailed to you on October 31, 1984 and therefore nothing is holding up the final payment on this job at this time. Final payment will be made upon receipt of the signed voucher certificate.

We have assigned an additional engineering position to each Region to assist in the assembly of quality and quantity documentation. It is our objective to significantly reduce the time required to final a contract and to prevent delays such as occurred in finaling this contract.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

OBJ:mk sj

bc H. S. Coulter
O. B. Jackmond

MORSE BROS.
Highway Construction Group

October 23, 1984

W.E. Schwartz
Department of Transportation
140 Transportation Building
Salem, Oregon 97310

Subject: Battle Creek - North Jefferson I-5

Dear Mr. Schwartz:

As a follow up to our telephone conversation on October 22, 1984, I would like to know what the hold up is to receiving final payment on the Battle Creek - North Jefferson I-5 project. An even $1000.00 is being withheld pending further checking.

As per our discussion yesterday, we feel all our required documentation has been submitted. Third notification was issued on April 5, 1983. I realize things take time for documentation, but how much time?

Thank you for your call and consideration.

Sincerely,

MORSE BROTHERS INCORPORATED

Robert R. Reinhard
General Manager
Highway Construction Group

:dk

RECEIVED
STATE HWY ENGR

OCT 26 '84

REFER TO Jackmond

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

cy
10/29
due
11/5

Tangent Division • 32260 Hwy. 34 • Tangent, OR 97389 • Phone (503) 928-6491

9036

Encl

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. Contract No. 9764	District 9 Rock Production Gilliam & Morrow Counties	10/2/84
Palmberg Paving Co., Inc. Contract No. 9672	Neawanna Cr.-Holliday Dr. (Seaside) Clatsop County	10/4/84
J. C. Compton Co. Contract No. 9782	Arlington-Fossil Gilliam & Wheeler Counties	10/11/84
Cherry City Electric, Inc. Contract No. 9609	Pac. Hwy. E @ Hilfiker Rd. (Salem) Marion County	10/11/84
Cascade Construction Co. Contract No. 9610	Sundial-Sandy River Multnomah County	10/11/84
Johnson Rock Products, Inc. Contract No. 9709	Winchester Bay Slide Douglas County	10/18/84
Auburn Construction Co. Contract No. 9613	Courtney Creek Bridge Linn County	10/18/84
Siuslaw Construction Co. Contract No. 9253	Fanno Creek Bridge Washington County	10/18/84
Wildish Corvallis Const. Co. Contract No. 9600	4th St.-10th St. (Medford) Jackson County	10/18/84
Bend Aggregate & Paving Co. Contract No. 9803	Pieper Canyon-Heppner Morrow County	10/26/84

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. Contract No. 9036	Battle Cr.-N. Jefferson Intch. Marion County	10/29/84
Dirt & Aggregate Intch.,Inc. Contract No. 9639	Tillamook-Fogarty Cr. Lincoln & Tillamook Counties	11/2/84
Cascade Const. Co., Inc. Contract No. 9375	SW 89th Ave.-Pac. Hwy. (Tualatin) Washington County	11/2/84
Cascade Const. Co., Inc. Contract No. 9380	N. Basin Ave.-N. Going St. Multnomah County	11/2/84

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$19,756,427.39	$48,062,407.21
Anticipated Costs	$20,961,419.36	$52,349,194.57
% Overrun (Underrun)	+6.1%	+8.9%

November 2, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9036

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 29, 1984

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9036, On Site Work Substantially Completed August 5, 1982

All Work Completed April 5, 1983

Project Battle Creek - N. Jefferson Intch.

Highway Pacific

County Marion

Type of Work Grading, Paving, Barriers, Structures, Signing and Illumination

Contractor Morse Bros., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

November 5, 1984 - Letter written to surety.

noted
RW Gormsen

RECEIVED
OCT 31
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

December 8, 1983

Oregon Laborers Employers Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

CON 5
#9036

Attention: Fred A. Hughes

Gentlemen:

Thank you for a copy of the Release of Claim addressed to United Pacific Reliance Insurance Companies and dated December 5, 1983.

This releases a claim in the amount of $8,055.10 which includes liquidated damages of $911.11 due the employees of Huskey Fence Co.

You state this is in reference to the Morse Bros., Inc., Contract No. 9036 for work on the Battle Creek-N. Jefferson Interchange Section of the Pacific Highway in Marion County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

RWG:kjm

[illegible]ED [illegible]
12-8-83

CERTIFIED MAIL

RELEASE OF CLAIM
ON
PUBLIC WORKS BOND

TO: United Pacific Reliance Insurance Companies
33405 8th Avenue South
Federal Way, Washington 98003

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS release their claim in the sum of EIGHT THOUSAND FIFTY FIVE and 10/100 DOLLARS ($8,055.10) which includes liquidated damages of $911.11, against Bond No. 297-2857 and/or No. U-085416 issued on 10/1/79 which MORSE BROS. CONTRACTORS and/or HUSKY FENCE CO., INC. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION is the owner and SAFECO INSURANCE and/or UNITED PACIFIC RELIANCE INSURANCE is the surety for that project known as #9036 I-5 BATTLE CREEK TO NORTH JEFFERSON INTERCHANGE.

DATED: December 5, 1983

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Morse Bros. Contractors
State of Oregon Dept. of Trans.
State of Oregon Secr. of State
Safeco Insurance Co. (Seattle, WA)
Husky Fence Co.

CERTIFIED
P22 6313453
MAIL

RECEIVED
DEC 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GALTON, POPICK & SCOTT

ATTORNEYS AT LAW

8TH FLOOR, WILCOX BUILDING
506 S.W. 6TH AVENUE
PORTLAND, OREGON 97204
(503) 222-3411

HERBERT B. GALTON, P.C.
LEONARD POPICK, P.C.
GARY M. GALTON, P.C.
ALAN M. SCOTT, P.C.
CHARLES D. COLETT
WILLARD E. MERKEL
JILL BACKES

LEGAL ASSISTANT:
ANN PETERSON-MEIER

October 23, 1983

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

United Pacific Reliance
Insurance Companies
33405 - 8th Avenue South
Federal Way, Washington 98003

Morse Bros.
P. O. Box 7
Lebanon, Oregon 97355

State of Oregon
Department of Transportation ✓
Salem, Oregon 97310

SAFECO Insurance Company
SAFECO Plaza
Seattle, Washington 98185

State of Oregon
Secretary of State
Salem, Oregon 97310

Re: 74-80-00352
HUSKY FENCE COMPANY, INC. - MORSE BROS.
Bond U-085416
Fencing, Battle Creek - North Jefferson
Interchange
Claim of OREGON LABORERS-EMPLOYERS TRUST FUNDS
In the Amount of $8,055.10

Gentlemen:

This is to give all parties above named notice of intent of Oregon Laborers-Employers Trust Funds to institute legal action on the notice of claim of Public Bond Works originally dated April 29, 1982 and revised on August 16, 1983. The amount involved is $8,055.10.

Unless full payment is received in our Office on or before fifteen (15) days from the date of this letter, appropriate action will be instituted together with an additional request for accruing interest, attorneys fees and costs. As this is the final notice that you will receive prior to legal action, we encourage your remittance as above stated.

Very truly yours,

Herbert B. Galton

HBG/cwr
cc: Vermeer, Norbraten, Van Lom, Cronn, Hughes

RECEIVED
OCT 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

CARNEY, BUCKLEY & KASAMEYER
ATTORNEYS AT LAW
410 RIVIERA PLAZA
1618 S.W. FIRST AVENUE
PORTLAND, OREGON 97201

TELEPHONE (503) 221-0611

RICHARD R. CARNEY
JEROME B. BUCKLEY, JR.
JAMES W. KASAMEYER
PAUL C. HAYS
DAVID D. LIPTON
LINDA J. LARKIN
STEPHEN H. BUCKLEY
CHARLES D. BESHEARS

August 31, 1983

Mr. H.H. Stubbins
United Pacific Insurance Company
33405 Eighth Ave. South
Federal Way, Washington 98004

Re: Morse Bros., Inc., Subcontractor Husky Fence Project, OSHD NO. 9036 - Battle Creek-North Jefferson Interchange

Dear Mr. Stubbins:

Our law firm represents the AGC-Operating Engineers Local 701 Trust Funds in the collection of delinquent employee fringe benefit contributions. We have previously filed a bond claim against Morse Bros. for delinquent employee fringe benefit contributions owed by Husky Fence Co.. We have recently received a check from Morse Bros. in the sum of $1715.57. It now appears that all our claims on the above-captioned highway project have been satisfied and we wish to release our bond claim.

If you need any additional information concerning this matter, please feel free to contact me.

Very truly yours,

Stephen H. Buckley

SHB/nkw
cc: Brad Dennis
Steven Oswald
Robert Gormsen
Oregon Secretary of State

NOTED ON CARD
10-6-83

RECEIVED
SEP - 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-141

FILED
AUG 29 1983
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 23, 1983

IN REPLY REFER TO FILE NO.:

CON 5
#9036

Oregon Laborers Employers Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen:

This will acknowledge the Revised Notice of Claim dated August 16, 1983, addressed to the United Pacific Reliance Insurance Companies concerning the following Highway Division contract:

NOTED ON CARD
9-1-83 lym

FILED BY:	Oregon Laborers Employers Trust Funds
AMOUNT:	$8,055.10 including liquidated damages of $911.11
FOR:	Fringe benefits due employees of Husky Fence Co., Inc.
AGAINST (Prime contractor)	Morse Bros., Inc.
CONTRACT NO.:	9036
PROJECT:	Battle Creek-North Jefferson Interchange Section of the Pacific Hwy. in Marion County.
SURETY:	Safeco Ins. Co. of America
AGENT:	Jeffrey N. King

We will notify the surety in Lake Oswego. We note that you have filed it with the Secretary of State and the contractor.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

Safeco Ins. Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please advise us of your filing number and date of the attached claim on the enclosed copy of this claim. This was filed directly by Fred Hughes.

CERTIFIED MAIL

REVISED
NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: United Pacific Reliance Insurance Companies
33405 8th Avenue South
Federal Way, Washington 98003

Notice is hereby given that the OREGON LABORERS EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of HUSKY FENCE CO., INC. working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of EIGHT THOUSAND FIFTY FIVE and 10/100 DOLLARS ($8,055.10) which includes liquidated damages of $911.11 against Bond No. 297-2857 and/or No. U-085416 issued on 10/1/79 which MORSE BROS. CONTRACTORS and/or HUSKY FENCE CO., INC. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION , HIGHWAY DIVISION is the owner and SAFECO INSURANCE and/or UNITED PACIFIC RELIANCE INSURANCE is the surety for that project known as #9036 I-5 BATTLE CREEK TO NORTH JEFFERSON INTERCHANGE.

DATED: August 16, 1983

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By Fred A. Hughes
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Morse Bros. Contractors
State of Oregon Dept. of Trans.
State of Oregon Secr. of State
Safeco Insurance Co. (Seattle, WA)
Husky Fence Co.

CERTIFIED
P22 0513345
MAIL

RECEIVED
AUG 17 1983
OMMISSION SERVICES
EPARTMENT OF TRANSPORTATION

GALTON, POPICK & SCOTT

ATTORNEYS AT LAW

8TH FLOOR, WILCOX BUILDING
506 S.W. 6TH AVENUE
PORTLAND, OREGON 97204
(503) 222-3411

HERBERT B. GALTON, P.C.
LEONARD POPICK, P.C.
GARY M. GALTON, P.C.
ALAN M. SCOTT, P.C.
CHARLES D. COLETT
CATHERINE RIFFE
WILLARD E. MERKEL

July 27, 1983

CERTIFIED - RETURN RECEIPT DEMANDED

Safeco Insurance Co.
Safeco Plaza
4347 Brooklyn Avenue N.E.
Seattle, Washington 98185

Re: Claim of OREGON LABORERS-EMPLOYERS TRUST FUNDS
For Fringe Benefits due Employees of HUSKY FENCE CO.
in the amount of $8,055.10 pursuant to revised Notice
of Claimant on Public Works Bond on Project known as
No. 9036 I-5 Battle Creek to North Jefferson Interchange

Gentlemen:

As Attorneys for the Oregon Laborers-Employers Trust Funds this Claim has been handed to us for immediate action. We have been advised that repeated correspondence to you from our Client has not been answered. As we have been further advised that this Project has not been accepted by the Oregon Department of Transportation we would request immediate payment of this Claim.

Please give this matter your priority attention so that the same can be concluded forthwith. Also please send us a copy of the Bond in this Case.

Very truly yours,

/s/ Herbert B. Galton

Herbert B. Galton

HBG/cwr

cc: Safeco Insurance Co.
State of Oregon, Department of Transportation
Morse Bros. Contractors
Secretary of State, State of Oregon
Vermeer, Hastie, Hughes

RECEIVED
JUL 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

claim already filed on
above 4-29-82 -
no reply nec (info only)
Fran

9336 STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 5-171		County Marion
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-17-83	Project Number I-5-4(86)
MODIFICATION NUMBER 6		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on January 18, 1980,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,293,603.00	$ 14,356,238.00
Federal funds	$ 13,181,560.00	$ 13,239,322.00
Other revisions		

This modification is made for the following reasons: to include approved funds for contractors claim settlement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of May, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry A. Potter

Manager, Program Section
(Title)

~~By~~ XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon May 16, 1983

Federal-Aid Project
No. I-5-4(86)245

Battle Creek-N. Jefferson Int. Section
Pacific Highway in Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204

Roadway (Sta. NB 496+00 thru "Eq" Sta. NB 575+22.04 = Sta. NB 289+73.40 thru "Eq" Sta. 364+05.20 = Sta. NB 372+40.69 to Sta. N.B. 515+00)

Subtotal of previous estimate of March 15, 1983 $ 11,289,917.84

Additional Items

Contractors Claim Settlement (P.A. #41)	All Required	$ 62,635.66
	Subtotal	$ 11,352,553.50
	Engineering	1,467,081.50
	Total	$ 12,819,635.00

Structures

Total the same as previous estimate of Sept. 26, 1979 $ 1,471,411.00

Length of Rodway ----------- 5.609 mi.
Cost of Roadway Per Mile---- $2,285,547.33

Type Code X020

Structure Widening, Br. #365A (Sta. 492+14 to STa. 492+52)
Roadway Widening (Sta. 489+50 to Sta. 493+73)

Total the same as previous estimate of April 21, 1983 $ 65,192.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 12,819,635.00	$ 11,822,267.00	$ 997,368.00
Structures	1,471,411.00	1,356,935.00	114,476.00
Miller Cr. Bridge	65,192.00	60,120.00	5,072.00
Total	$ 14,356,238.00	$ 13,239,322.00	$ 1,116,916.00

Group 1 99%; Group 9 1%	Group 1 100%
Contract No. 9036	Contract No. 9459
Prefix: 622-1902	Prefix: 624-1039 (P.E.)
Prefix: 624-1039	Prefix: 624-1076

9036

STATE COPY 5

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-172	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 6	3-17-83	Project Number I-5-4(86)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 18, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,244,327	$ 14,293,603
Federal funds	$ 13,136,118	$ 13,181,560
Other revisions		

This modification is made for the following reasons: To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of March, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Section Manager
(Title)

~~By~~ XX For: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

in file

Oregon State Highway Division
Salem, Oregon March 15, 1983

Federal-Aid Project
No. I-5-4(86)245

Battle Creek-N. Jefferson Interchange Section
Pacific Highway in Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. NB 496 + 00 through "Eq." Sta. NB 575 + 22.04 = Sta. NB 289 + 73.40 through "Eq." Sta. 364 + 05.20 = Sta. NB 372 + 40.69 to Sta. NB 515 + 00)

Subtotal of Previous Estimate of November 23, 1982 $11,289,917.84

Subtotal	11,289,917.84
Engineering	1,467,082.16
Total	$12,757,000.00

Structures

Total The Same as Previous Estimate of September 26, 1979 $ 1,471,411.00

Length of Roadway: 5.609 miles
Cost of Roadway Per Mile: $2,274,380.45

Type Code X020
Structure Widening, Br. #365A (Sta. 492 + 14 to Sta. 492 + 52)
Roadway Widening (Sta. 489 + 50 to Sta. 493 + 73)

Total The Same as Previous Estimate of April 21, 1982 $ 65,192.00

Summary of Funds (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$12,757,000.00	$11,764,505.00	$ 992,495.00
Structures	1,471,411.00	1,356,935.00	114,476.00
Miller Creek Bridge	65,192.00	60,120.00	5,072.00
TOTAL	$14,293,603.00	$13,181,560.00	$1,112,043.00

Group 1: 99%; Group 9: 1%
Contract No. 9036
Prefix: 622-1902
Prefix: 624-1039

Group 1: 100%
Contract No. 9459
Prefix: 624-1039 (P.E.)
Prefix: 624-1076

9036

STATE COPY 5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 11-162		County Marion
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number I-5-4(86)245
MODIFICATION NUMBER 5	11-26-82	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 18, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,190,192	$ 14,244,327
Federal funds	$ 13,086,194	$ 13,136,118
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of November, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon November 23, 1982

Federal-Aid Project
No. I-5-4(86)245

Battle Creek-N. Jefferson Int. Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. NB 496+00 thru "Eq" Sta. NB 575+22.04 = Sta NB 289+73.40 thru "Eq" Sta. NB 364+05.20 = Sta. NB 372+40.69 to Sta. NB 515+00)

Subtotal of Previous Estimate of August 3, 1982		$ 11,236,282.12

Additional Items

Remove Earth Berm (EWO #3)	All Required	$ 53,635.72
		$ 53,635.72
	Increase	$ 53,635.72
	Subtotal	11,289,917.84
	Engineering	1,417,306.16
	Total	$ 12,707,224.00

Structures

Total the same as Previous Estimate of Sept. 26, 1979	$ 1,471,411.00

Length of Roadway ---------------- 5.609 mi.
Cost of Roadway Per Mile --------$2,265,506.15

Type Code X020
Structure Widening, Br. #365A (Sta. 492+14 to Sta. 492+52)
Roadway Widening (Sta. 489+50 to Sta. 493+73)

Total the same as Previous Estimate of April 21, 1982	$ 65,192.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$12,707,724	$11,719,063	$ 988,661
Structures	1,471,411	1,356,935	114,476
Miller Cr. Bridge	65,192	60,120	5,072
	$14,244,327	$13,136,118	$1,108,209

Group 1 99% Group 9 1%	Group 1 100%
Contract No. 9036	Contract No. 9459
Prefix: 622-1902	Prefix: 624-1039 (P.E.)
Prefix: 624-1039	Prefix: 624-1076

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-196 PROJECT REPORT NUMBER MODIFICATION NUMBER 4	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** August 12, 1982	State Oregon County Marion Project Number I-5-4(86)245

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 17, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,791,033	$ 14,190,192
Federal funds	$ 12,718,090	$ 13,086,194
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of August, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Control Engineer
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon August 3, 1982

Federal-Aid Project
No. I-5-4(86)245

Battle Creek-N. Jefferson Int. Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. NB 496+00 thru "Eq." Sta. NB 575+22.04 = Sta. NB 289+73.40 thru "Eq." Sta. NB 364+05.20 = Sta. NB 372+40.69 to Sta. NB 515+00)

Subtotal of previous estimate			$ 10,989,054.12
Previous Estimate			
Concrete Barrier/Fence	1,250 Lin. Ft.	42.00	$ 52,500.00
			$ 52,500.00
Revised Estimate			
Concrete Barrier/Fence (Bid Item No. 18 Deleted)			$ 0.00
Concrete Barrier/Fence (PA#5)	7,150 Lin. Ft.		299,728.00
		Increase	$ 247,228.00
		Subtotal	$ 11,236,282.12
		Engineering	$ 1,417,306.88
		Total	$ 12,653,589.00

Structures

Total the same as previous estimate of Sept. 26, 1979 $ 1,471,411.00

Length of Roadway ------------ 5.609 mi.
Cost of Roadway Per Mile -----$2,255,943.84

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$12,653,589.00	$11,669,139.00	$ 984,450.00
Structures	1,471,411.00	1,356,935.00	114,476.00
Miller Cr. Bridge	65,192.00	60,120.00	5,072.00
Total	$14,190,192.00	$13,086,194.00	$1,103,998.00

Group 1-99%; Group 9-1%
Contract No. 9036
Prefix: 622-1902
Prefix: 624-1039

Group 1-100%
Contract No. 3459
Prefix: 624-1039 (P.E.)
Prefix: 624-1076

[illegible]

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 5-196	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 3 ~~2~~ 3	5-21-82	Project Number I-5-4(86)245

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 18, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,725,841.00	$ 13,791,033.00
Federal funds	$ 12,657,970.00	$ 12,718,090.00
Other revisions		

This modification is made for the following reasons: adding contract for Miller Cr. Br. widening.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of May, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 21, 1982

Federal-Aid Project
No. I-5-4(86)245

Battle Creek-N. Jefferson In't. Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. NB 496+00 thru "Eq" Sta. NB 575+22.04 = Sta. NB 289+73.40 thru "Eq." Sta. NB 364+05.20 = Sta. NB 372+40.69 to Sta. NB 515+00)

Subtotal of previous estimate of December 1, 1981 (Roadway)	All Required	$12,254,430.00
Subtotal of previous estimate of December 1, 1981 (Structures)	All Required	1,471,411.00

Length of Roadway ------------------------ 5.609 mi.
Cost of Roadway Per Mile -----------------$2,184,779.81

Type Code X020
Structure Widening, Bridge #365A (Sta. 492+14 to Sta. 492+52)
(Roadway widening Sta. 489+50 to Sta. 493+73)

Mobilization		All Required	4,760.00
Temporary Protection and Direction of Traffic		All Required	650.00
Temporary Signs	74 Sq. Ft.	4.00	296.00
Temporary Barricades	2 Each	85.00	170.00
Flagmen	120 Hour	1.00	120.00
Embankment in Place	295 Cu. Yd.	10.00	2,950.00
Cement Treated Base	250 Ton	20.00	5,000.00
Aggregate Shoulders	160 Ton	10.00	1,600.00
Class "C" Asphalt Concrete	230 Ton	32.00	7,360.00
Guard Rail, Type 2A	250 Lin. Ft.	5.02	1,255.00
Guard Rail, Type 3	50 Lin. Ft.	10.00	500.00
Guard Rail Anchors, Type 1	2 Each	200.00	400.00
Rail End Pieces, Type C	2 Each	60.00	120.00
Type CL-6 Chain Link Fence	320 Lin. Ft.	3.95	1,264.00

Alterations to Existing Structure		All Required	1,570.00
Furnish Pile Driving Equipment		All Required	3,468.00
Furnish HP 12x53 Steel Piling	210 Lin. Ft.	10.00	2,100.00
Drive Steel Piles	189 Lin. Ft.	15.00	2,835.00
Structural Concrete, Class 3300 (18 C.Y.)		All Required	7,880.00
4'x35'/40' Prestressed Slabs	3 Each	2,500.00	7,500.00
Reinforcement (2,100 lbs.)		All Required	1,110.00
Metal Rail with Tubing	69 Lin. Ft.	41.00	2,829.00
			$ 55,737.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 700.00
Roadside Seeding and Mulching	All Required	500.00
		$ 1,200.00
	SUBTOTAL	$ 56,937.00
	Engineering	8,255.00
	TOTAL	$ 65,192.00

Length of Structure ---------------- 0.007 mi.

SUMMARY OF FUNDS (92.22%)

Description	Contract No.	Total Cost	Federal Funds	State Funds
Roadway	9036	$12,254,430	$11,301,035	$ 953,395
Structures	9036	1,471,411	1,356,935	114,476
Miller Cr. Br.		65,192	60,120	5,072
TOTAL		$13,791,033	$12,718,090	$1,072,943

Group 1 99%; Group 9 1%
Contract No. 9036
Prefix: 622-1902 P.E.
Prefix: 624-1039

Group 1 100%
Contract No. 9459
Prefix: 624-1039 P.E.
Prefix: 624-1076

9036

COPY 2,

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-167 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 12/7/81	te Oregon County Marion Project Number I-5-4(86)245

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 18, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,728,094.00	$ 13,725,841.00
Federal funds	$ 11,737,848.00	$ 12,657,970.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of December, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 1, 1981

Federal Aid Project
No. I-5-4(86)245

Battle Creek - N. Jefferson Int. Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. NB 496+00 thru "Eq" Sta. NB 575+22.04 = Sta. NB 289+73.40 thru "Eq." Sta. NB 364+05.20 = Sta. NB 372+40.69 to Sta. NB 515+00)

Subtotal of previous estimate of September 26, 1979				$10,123,000.50
Previous Estimate				
General Excavation	586,450	Cu. Yd.	2.50	$ 1,466,125.00
Trench Excavation	16,050	Cu. Yd.	5.00	80,250.00
Cement Treated Base Mix	92,000	Ton	7.25	667,000.00
				$ 2,213,375.00
Revised Estimate				
General Excavation	647,426	Cu. Yd.	2.50	1,618,565.00
Trench Excavation	24,000	Cu. Yd.	5.00	120,000.00
Cement Treated Base Mix	110,500	Ton	7.25	801,125.00
Asph. Cement Adjustment				
June-Dec. 80	2,952.65	Ton	52.75	154,328.04
Feb.-June 81	962.19	Ton	72.75	69,999.32
Aug.-Oct. 81	4,335.55	Ton	72.75	315,411.26
				$ 3,079,428.62
			Increase	$ 866,053.62
			Subtotal	10,989,054.12
			Engineering	1,265,375.88
			TOTAL	$12,254,430.00

Structures

Total the same as previous estimate of Sept. 26, 1979	$ 1,471,411.00

Length of Roadway ---------------- 5.609 miles
Cost of Roadway Per Mile --------- $2,184,779.81

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$12,254,430.00	$11,301,035.00	$ 953,395.00
Structures	1,471,411.00	1,356,935.00	114,476.00
TOTAL	$13,725,841.00	$12,657,970.00	$1,067,871.00

Group 1 99%; Group 9 1%
Contract No. 9036
Prefix: 622-1902
Prefix: 624-1039

7036

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-72		State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MARION
MODIFICATION NUMBER 1	1-18-80	Project Number I-5-4(86)245

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on , 19 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$12,859,787.00	$ 12,728,094.00
Federal funds	$11,859,295.00	$ 11,737,848.00
Other revisions		

This modification is made for the following reasons: to remove the frontage road overlay costs from the agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ~~20~~ 18th day of ~~December~~ January, 19~~79~~80.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

GPO 927 464

Oregon State Highway Division
Salem, Oregon, December 20, 1979

Federal Aid Project
No. I-5-4(86)245

Battle Cr.-N. Jefferson Int. Section
Pacific Highway
Marion County

Revised Project Agreement Estimate to show frontage road overlay as nonparticipating.

Type Code 6204
Roadway (Sta. NB496+00 thru "EQ" Sta. NB 575+22.04 = Sta. NB 289+73.40 thru "EQ" Sta. NB 364+05.20 = Sta. NB 372+40.69 to Sta. NB 515+00)

Furnishing Field Laboratory	2	Only	3,000.00	$ 6,000.00
Mobilization	All	Required (91%)		532,259.00
Temporary Protection & Direction of Traffic	All	Required (91%)		283,647.00
Temporary Signs	2,430	Sq.Ft.	5.00	12,150.00
Temporary Barricades	80	Only	65.00	5,200.00
Temporary Guardrail, Type 2A	650	Lin.Ft.	6.00	3,900.00
Temporary Guardrail, Type 3A	300	Lin.Ft.	8.00	2,400.00
Temporary Concrete Barrier	3,050	Lin.Ft.	14.00	42,700.00
Moving Temporary Concrete Barrier	2,350	Lin.Ft.	3.00	7,050.00
Temporary Plastic Safety Markers	110	Only	80.00	8,800.00
Temporary Delineators	120	Only	10.00	1,200.00
Sequential Arrow Signs	2	Only	3,000.00	6,000.00
Flagmen	4,000	Hour	23.00	92,000.00
Straw Bale Sediment Barrier	2,000	Lin.Ft.	5.00	10,000.00
Temporary Sediment Fence	5,580	Lin.Ft.	3.00	16,740.00
Temporary Slope Drains	1,000	Lin.Ft.	6.00	6,000.00
Temporary Sediment Basins	30	Only	300.00	9,000.00
Clearing and Grubbing	All	Required		430,580.00
Removal of Structures and Obstructions	All	Required		81,000.00
Ditch Excavation	3,150	Cu.Yd.	4.00	12,600.00
General Excavation	586,450	Cu.Yd.	2.50	1,466,125.00
Trench Excavation	16,050	Cu.Yd.	5.00	80,250.00
Finishing Roadbed and Slopes	All	Required		42,000.00
Watering	4,120	M-gal.	10.50	43,260.00
Aggregate Shoulders	33,689	Ton	6.36	214,262.04
Lime Treated Subgrade	177,000	Sq.Yd.	0.65	115,050.00
Lime for Treated Subgrade	1,990	Ton	80.00	159,200.00
Cement Treated Base Mixture	92,000	Ton	7.25	667,000.00
Portland Cement in CTB Mixture	5,060	Ton	80.00	404,800.00
Asphalt in Seal	175	Ton	200.00	35,000.00
Class "B" Concrete Mixture	95,840	Ton	10.00	958,400.00
Class "B" Asphalt Concrete Mixture in Leveling	19,600	Ton	10.15	198,940.00
Asphalt Cement in Mixture	7,517	Ton	100.00	751,700.00
Asphalt in Tack Coat	110	Ton	200.00	22,000.00
Concrete in Miscellaneous Structures	1,100	Cu.Yd.	280.00	308,000.00

Reinforcement in Miscellaneous Structure	185,000	Lbs.	0.60	$ 111,000.00
8-inch Culvert Pipe	85	Lin.Ft.	11.00	935.00
12-inch Culvert Pipe	1,020	Lin.Ft.	14.60	14,892.00
18-inch Culvert Pipe	760	Lin.Ft.	19.00	14,440.00
24-inch Culvert Pipe	195	Lin.Ft.	28.80	5,616.00
60-inch Culvert Pipe	50	Lin.Ft.	63.80	3,190.00
72-inch Culvert Pipe	205	Lin.Ft.	89.40	18,327.00
12-inch Sewer Pipe	4,500	Lin.Ft.	12.70	57,150.00
15-inch Sewer Pipe	7,070	Lin.Ft.	16.50	116,655.00
18-inch Sewer Pipe	1,990	Lin.Ft.	18.50	36,815.00
24-inch Sewer Pipe	670	Lin.Ft.	27.50	18,425.00
30-inch Sewer Pipe	320	Lin.Ft.	36.00	11,520.00
36-inch Sewer Pipe	430	Lin.Ft.	39.30	16,899.00
30-inch Smooth Steel Pipe	445	Lin.Ft.	84.30	37,513.50
Extra for Pipe Under Pavement	31,750	Lin.Ft.	6.30	200,025.00
Bedding Material	100	Cu.Yd.	30.00	3,000.00
Concrete Manholes	12	Only	1,125.00	13,500.00
Concrete Inlets, Type G-1	18	Only	350.00	6,300.00
Concrete Inlets, Type G-2	90	Only	350.00	31,500.00
Concrete Inlets, Type G-2M	1	Only	400.00	400.00
Concrete Inlets, Type G-2MA	9	Only	450.00	4,050.00
Concrete Inlets, Type M-E	2	Only	700.00	1,400.00
Concrete Inlets, Type M-D	1	Only	500.00	500.00
Concrete Inlets, Type D Modified	13	Only	350.00	4,550.00
Concrete Inlets, Type B	4	Only	350.00	1,400.00
6-inch Drain Pipe	49,340	Lin.Ft.	4.25	209,695.00
8-inch Drain Pipe	620	Lin.Ft.	5.50	3,410.00
Fiber Filter	49,920	Sq.Yd.	1.40	69,888.00
Gravel in Drains	6,960	Cu.Yd.	13.00	90,480.00
Guard Rail, Type 2A	5,800	Lin.Ft.	11.00	63,800.00
Guard Rail, Type 3	300	Lin.Ft.	19.00	5,700.00
Guard Rail Anchors, Type 1	30	Only	300.00	9,000.00
Guard Rail Anchors, Type 2	2	Only	300.00	600.00
Extra for Guard Rail Bridge Connections	8	Only	400.00	3,200.00
Rail End Pieces, Type A	2	Only	50.00	100.00
Rail End Pieces, Type B	4	Only	120.00	480.00
Rail End Pieces, Type C	25	Only	190.00	4,750.00
Type 2 Fence	800	Lin.Ft.	2.40	1,920.00
CL-6 Chain Link Fence	44,500	Lin.Ft.	5.50	244,750.00
CL-6 Chain Link Fence with Pickets	300	Lin.Ft.	13.00	3,900.00
16" x 72" Chain Link Double Gates	5	Only	500.00	2,500.00
Concrete Curbs	300	Lin.Ft.	7.00	2,100.00
Extra for Asphalt Approaches	23	Only	200.00	4,600.00
Concrete Barrier, Standard	55,950	Lin.Ft.	17.00	951,150.00
Concrete Barrier, Nonstandard	364	Lin.Ft.	36.00	13,104.00
Concrete Barrier with Fence	1,250	Lin.Ft.	42.00	52,500.00
Paved Culvert End Slopes	480	Sq.Ft.	10.00	4,800.00
Drainage Curbs	100	Lin.Ft.	15.00	1,500.00

Loose Riprap, Class 50	1,900 Cu.Yd.	14.00	26,600.00
Delineators	500 Only	18.00	9,000.00
Plastic Glare Shield Blades	200 Only	22.00	4,400.00
Reflectors	80 Only	15.00	1,200.00
Adjusting Manholes	2 Only	412.00	824.00
Adjusting Inlets	2 only	260.00	520.00
Capping Inlets	1 Only	250.00	250.00
Roadside Seeding and Mulching	55 Acre	435.00	23,925.00
Furnishing and Planting Trees	75 Only	50.00	3,750.00
Removal of Existing Sign Installation	All Required		5,000.00
Wood Sign Posts	All Required		12,000.00
Sign Support Footings	All Required		46,000.00
Breakway Sign Posts	All Required		6,000.00
Exit Number Sign Supports	All Required		2,000.00
Single Post Slip Base Sign Supports	All Required		10,000.00
Sign Bridge, Sta. "NB" 307+50 Lt.	All Required		30,000.00
Cantilever Sign Structure, "SB" 273+00 Rt.	All Required		7,500.00
Cantilever Sign Structure, "SB" 286+75 Rt.	All Required		11,100.00
Cantilver Sign Structure, "NB" 290+00 Lt.	All Required		11,200.00
Cantilver Sign Structure, "NB" 330+60 Lt.	All Required		11,000.00
Structure Mounts	All Required		3,000.00
Type A & B Signs in Place	922 Sq.Ft.	19.00	17,518.00
Type "C", "D" & "R" Signs in Place	625 Sq.Ft.	8.00	5,000.00
Type "F", "G" & "M" Signs in Place	147 Sq.Ft.	10.00	1,470.00
Type "H" Signs in Place	72 Sq.Ft.	10.00	720.00
Type "EE" Signs in Place	255 Sq.Ft.	11.00	2,805.00
Type "U" Signs in Place	35 Sq.Ft.	14.00	490.00
Move, Modify and Reinstall Existing Signs	All Required		4,800.00
Thermoplastic Pavement Arrows	4 only	400.00	1,600.00
			$ 9,768,814.54

Type Code Y030
Illumination

Sign Illumination Equipment	All Required	$ 7,725.00
Removal of Existing Illumination	All Required	7,515.00
Pole Foundations	All Required	25,516.00
Roadway Lighting Poles and Bracket Arms	All Required	50,749.00
Luminaires and Bracket Arms	All Required	14,313.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	93,010.00
		$ 198,828.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 5,300.00
Temporary Pavement Striping	All Required		6,000.00
Remove Pavement Striping (Exist. & Temp.)	All Required		3,000.00
Temporary Erosion Control	All Required		12,000.00
On-the-Job Trainees (15 at $800)	All Required		12,000.00
			$ 38,300.00
	Subtotal		$10,005,924.54
	Engineering		1,250,740.46
	Total		$11,256,683.00

Structures

Mobilization	All Required (9%)		$ 52,641.00
Temporary Protection and Direction of Traffic	All Required (9%)		28,053.00
Temporary Haul Road Structure	All Required		65,000.00
			$ 145,694.00

Type Code X221
Structure, Br. #7524B (Raise Str.)

Raise Existing Bridge	All Required		$ 65,000.00
Reinforced Concrete Bridge End Panels	190 Sq.Yd.	68.00	12,920.00
Class 1 Preparation Bridge No. 7524B	467 Sq.Yd.	21.00	9,807.00
Class 2 Preparation Bridge No. 7524B	25 Sq.Yd.	200.00	5,000.00
Dense Concrete Resurfacing (Alt. "B")	467 Sq.Yd.	42.00	19,614.00
		Alt. "B"	$ 112,341.00

Type Code X221
Structure, Br. #16161 (NB Sta. 536+51.79) (120")

Shoring, Cribbing, Etc.	All Required		$ 25,875.00
Structure Excavation	260 Cu.Yd.	25.90	6,734.00
Structure Excavation Below Elevation Shown	20 Cu.Yd.	31.00	620.00
Special Wall Backfill	80 Cu.Yd.	24.80	1,984.00
Furnish Pile Driving Equipment	All Required		19,449.00
Furnish HP 10 x 42 Steel Piling	2,616 Lin.Ft.	14.00	36,624.00
Drive Steel Piles	2,616 Lin.Ft.	3.25	8,502.00
Structural Concrete, Class 3300 (205 c.y.)	All Required		35,000.00

Structural Concrete, Class 4000 (245 c.y.)	All Required		$ 100,000.00
Structural Concrete, Class 4500 (180 c.y.)	All Required		75,000.00
Reinforcement (135,000 lbs.)	All Required		70,000.00
Coated Reinforcement (24,000 lbs.)	All Required		40,000.00
Reinforced Concrete Bridge End Panels	300 Sq.Yd.	68.00	20,400.00
Concrete Slope Paving	550 Sq.Yd.	31.00	17,050.00
Slope Paving Curb	230 Lin.Ft.	17.60	4,048.00
			$ 481,286.00

Type Code X221
Structure, Br. #2177C (Raise Str.)

Class 1 Preparation, Br. No. 2177C	433 Sq.Yd.	22.00	$ 9,526.00
Class 2 Preparation, Br. No. 2177C	22 Sq.Yd.	207.00	4,554.00
Dense Concrete Resurfacing (Alt. "B")	433 Sq.Yd.	47.00	20,351.00
Asphalt Membrane	452 Sq.Yd.	22.00	9,944.00
		Alt. "B"	$ 44,375.00

Type Code X781
Structure, Br. #7939A (Sta. 375+50)

Bridge Removal Work	All Required		$ 50,000.00
Shoring, Cribbing, Etc.	All Required		25,000.00
Structure Excavation	300 Cu.Yd.	21.00	6,300.00
Structure Excavation Below Elevation Shown	30 Cu.Yd.	25.00	750.00
Special Wall Backfill	200 Cu.Yd.	21.00	4,200.00
Furnish Pile Driving Equipment	All Required		21,000.00
Furnish HP 10x42 Steel Piling	2,657 Lin.Ft.	15.00	39,855.00
Drive Steel Piles	2,657 Lin.Ft.	2.00	5,314.00
Structural Concrete, Class 3300 (265 c.y.)	All Required		50,000.00
Structural Concrete, Class 4000 (175 c.y.)	All Required		48,000.00
Structural Concrete, Class 4500 (180 c.y.)	All Required		50,000.00
90'/95' Type IV Prestressed Beams	5 Only	9,000.00	45,000.00
100'/105' Type IV Prestressed Beams	5 Only	10,000.00	50,000.00
Reinforcement (83,000 lbs.)	All Required		50,000.00
Coated Reinforcement (20,000 lbs.)	All Required		30,000.00
Prestressing Steel (1,000 lbs.)	All Required		6,000.00
Reinforced Concrete Bridge End Panels	142 Sq.Yd.	68.00	9,656.00
Two Tube Metal Railing	510 Lin.Ft.	43.00	21,930.00
Concrete Slope Paving	270 Sq.Yd.	31.00	8,370.00
Slope Paving Curb	150 Lin.Ft.	19.00	2,850.00

	$ 524,225.00
Subtotal Alt. "B"	$ 1,307,921.00
Engineering	163,490.00
Total	$ 1,471,411.00

Length of Roadway - - - - - 5.609 Miles
Cost of Roadway Per Mile - $2,052,839.36

Work Retained in Program Status
(Not included in amounts below)

Slide Correction	All Required	$ 25,000.00
Asphalt Cement Adjustment	All Required	300,000.00
Work by P.G.E.	All Required	7,500.00
Clean Out Sediment Barriers	All Required	1,000.00
Class 3 Deck Preparation	All Required	3,000.00
Delineators on Median Barriers	All Required	1,000.00
Additional AC Pavement (1") on New Alignment	All Required	50,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$11,256,683	$10,380,913	$875,770
Structures	1,471,411	1,356,935	114,476
	$12,728.094	$11,737,848	$990,246

Group 1 - 99%; Group 9 - 1%
Contract No. 9036
Prefix 622-1902 P.E.
Prefix 624-1039

Battle Creek-N. Jefferson Int. Section (Nonparticipatng - State Work)

Setting Mailbox Posts	16 Only	100.00	$ 1,600.00
Furnish Mailbox Posts	All Required		300.00
State Responsibility for Damages	All Required		3,000.00

Frontage Road Overlay

Aggregate Shoulders	811 Ton	6.36	5,157.96
Class "B" Concrete Mixture	6,660 Ton	10.00	66,600.00
Asphalt Cement in Mixture	443 Ton	100.00	43,300.00
Asphalt in Tack Coat	10 Ton	200.00	2,000.00

9036

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA
ONTHLY TRANSACTION NO.
11-10

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

10-10-79

te
Oregon

County
Marion

Project No.
I-5-4(86)245

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, N. Jefferson Intchge., N. 5.38 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-29-79	5.609
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,859,787.00	$ 11,859,295.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

xx For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 10-10-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

S - File

Oregon State Highway Division
Salem, Oregon, September 26, 1979

Federal Aid Project
No. I-5-4(86)245

Battle Cr.-N. Jefferson Int. Section
Pacfic Highway
Marion County

Project Agreement Estimate

Type Code 6204
Roadway (Sta. NB 496+00 thru "EQ" Sta. NB 575+22.04 = Sta. NB 289+73.40 thru "EQ" Sta. NB 364+05.20 = Sta. NB 372+40.69 to Sta. NB 515+00)

Furnishing Field Laboratory	2	Only	3,000.00	$ 6,000.00
Mobilization	All	Required (91%)		532,259.00
Temporary Protection & Direction of Traffic	All	Required (91%)		283,647.00
Temporary Signs	2,430	Sq.Ft.	5.00	12,150.00
Temporary Barricades	80	Only	65.00	5,200.00
Temporary Guardrail, Type 2A	650	Lin.Ft.	6.00	3,900.00
Temporary Guardrail, Type 3A	300	Lin.Ft.	8.00	2,400.00
Temporary Concrete Barrier	3,050	Lin.Ft.	14.00	42,700.00
Moving Temporary Concrete Barrier	2,350	Lin.Ft.	3.00	7,050.00
Temporary Plastic Safety Markers	110	Only	80.00	8,800.00
Temporary Delineators	120	Only	10.00	1,200.00
Sequential Arrow Signs	2	Only	3,000.00	6,000.00
Flagmen	4,000	Hour	23.00	92,000.00
Straw Bale Sediment Barrier	2,000	Lin.Ft	5.00	10,000.00
Temporary Sediment Fence	5,580	Lin.Ft.	3.00	16,740.00
Temporary Slope Drains	1,000	Lin.Ft.	6.00	6,000.00
Temporary Sediment Basins	30	Only	300.00	9,000.00
Clearing and Grubbing	All	Required		430,580.00
Removal of Structures and Obstructions	All	Required		81,000.00
Ditch Excavation	3,150	Cu.Yd.	4.00	12,600.00
General Excavation	586,450	Cu.Yd.	2.50	1,466,125.00
Trench Excavation	16,050	Cu.Yd.	5.00	80,250.00
Finishing Roadbed and Slopes	All	Required		42,000.00
Watering	4,120	M-gal.	10.50	43,260.00
Aggregate Shoulders	34,500	Ton	6.36	219,420.00
Lime Treated Subgrade	177,000	Sq.Yd.	0.65	115,050.00
Lime for Treated Subgrade	1,990	Ton	80.00	159,200.00
Cement Treated Base Mixture	92,000	Ton	7.25	667,000.00
Portland Cement in CTB Mixture	5,060	Ton	80.00	404,800.00
Asphalt in Seal	175	Ton	200.00	35,000.00
Class "B" Concrete Mixture	102,500	Ton	10.00	1,025,000.00
Class "B" Asphalt Concrete Mixture in Leveling	19,600	Ton	10.15	198,940.00
Asphalt Cement in Mixture	7,950	Ton	100.00	795,000.00
Asphalt In Tack Coat	120	Ton	200.00	24,000.00
Concrete In Miscellaneous Structures	1,100	Cu.Yd.	280.00	308,000.00

Oregon State Highway Division
Salem, Oregon, September 26, 1979

Federal Aid Project
No. I-5-4(86)245

Reinforcement In Miscellaneous Structures	185,000 Lbs.	0.60	$ 111,000.00
8-inch Culvert Pipe	85 Lin.Ft.	11.00	935.00
12-inch Culvert Pipe	1,020 Lin.Ft.	14.60	14,892.00
18-inch Culvert Pipe	760 Lin.Ft.	19.00	14,440.00
24-inch Culvert Pipe	195 Lin.Ft.	28.80	5,616.00
60-inch Culvert Pipe	50 Lin.Ft.	63.80	3,190.00
72-inch Culvert Pipe	205 Lin.Ft.	89.40	18,327.00
12-inch Sewer Pipe	4,500 Lin.Ft.	12.70	57,150.00
15-inch Sewer Pipe	7,070 Lin.Ft.	16.50	116,655.00
18-inch Sewer Pipe	1,990 Lin.Ft.	18.50	36,815.00
24-inch Sewer Pipe	670 Lin.Ft.	27.50	18,425.00
30-inch Sewer Pipe	320 Lin.Ft.	36.00	11,520.00
36-inch Sewer Pipe	430 Lin.Ft.	39.30	16,899.00
30-inch Smooth Steel Pipe	445 Lin.Ft.	84.30	37,513.50
Extra for Pipe Under Pavement	31,750 Lin.Ft.	6.30	200,025.00
Bedding Material	100 Cu.Yd.	30.00	3,000.00
Concrete Manholes	12 Only	1,125.00	13,500.00
Concrete Inlets, Type G-1	18 Only	350.00	6,300.00
Concrete Inlets, Type G-2	90 Only	350.00	31,500.00
Concrete Inlets, Type G-2M	1 Only	400.00	400.00
Concrete Inlets, Type G-2MA	9 Only	450.00	4,050.00
Concrete Inlets, Type M-E	2 Only	700.00	1,400.00
Concrete Inlets, Type M-D	1 Only	500.00	500.00
Concrete Inlets, Type D Modified	13 Only	350.00	4,550.00
Concrete Inlets, Type B	4 Only	350.00	1,400.00
6-inch Drain Pipe	49,340 Lin.Ft.	4.25	209,695.00
8-inch Drain Pipe	620 Lin.Ft.	5.50	3,410.00
Fiber Filter	49,920 Sq.Yd.	1.40	69,888.00
Gravel in Drains	6,960 Cu,Yd.	13.00	90,480.00
Guard Rail, Type 2 A	5,800 Lin.Ft.	11.00	63,800.00
Guard Rail, Type 3	300 Lin.Ft.	19.00	5,700.00
Guard Rail, Anchors, Type 1	30 Only	300.00	9,000.00
Guard Rail, Anchors, Type 2	2 Only	300.00	600.00
Extra for Guard Rail Bridge Connections	8 Only	400.00	3,200.00
Rail End Pieces, Type A	2 Only	50.00	100.00
Rail End Pieces, Type B	4 Only	120.00	480.00
Rail End Pieces, Type C	25 Only	190.00	4,750.00
Type 2 Fence	800 Lin.Ft.	2.40	1,920.00
CL-6 Chain Link Fence	44,500 Lin.Ft.	5.50	244,750.00
CL-6 Chain Link Fence with Pickets	300 Lin.Ft.	13.00	3,900.00
16'x72" Chain Link Double Gates	5 Only	500.00	2,500.00
Concrete Curbs	300 Lin.Ft.	7.00	2,100.00
Extra For Asphalt Approaches	23 Only	200.00	4,600.00
Concrete Barrier, Standard	55,950 Lin.Ft.	17.00	951,150.00
Concrete Barrier, Nonstanderd	364 Lin.Ft.	36.00	13,104.00
Concrete Barrier with Fence	1,250 Lin.Ft.	42.00	52,500.00
Paved Culvert End Slopes	480 Sq.Ft.	10.00	4,800.00
Drainage Curbs	100 Lin.Ft.	15.00	1,500.00

Oregon State Highway Division
Salem, Oregon, September 26, 1979

Federal Aid Project
No. I-5-4(86)245

Loose Riprap, Class 50	1,900 Cu.Yd.	14.00	$ 26,600.00
Delineators	500 Only	18.00	9,000.00
Plastic Glare Shield Blades	200 Only	22.00	4,400.00
Reflectors	80 Only	15.00	1,200.00
Adjusting Manholes	2 Only	412.00	824.00
Adjusting Inlets	2 Only	260.00	520.00
Capping Inlets	1 Only	250.00	250.00
Roadside Seeding and Mulching	55 Acre	435.00	23,925.00
Furnishing and Planting Trees	75 Only	50.00	3,750.00
Removal of Existing Sign Installation	All Required		5,000.00
Wood Sign Posts	All Required		12,000.00
Sign Support Footings	All Required		46,000.00
Breakaway Sign Posts	All Required		6,000.00
Exit Number Sign Supports	All Required		2,000.00
Single Post Slip Base Sign Supports	All Required		10,000.00
Sign Bridge, Sta. "NB" 307+50 Lt.	All Required		30,000.00
Cantilever Sign Structure, "SB" 273+00 Rt.	All Required		7,500.00
Cantilever Sign Structure, "SB" 286+75 Rt.	All Required		11,100.00
Cantilever Sign Structure, "NB" 290+00 Lt.	All Required		11,200.00
Cantilever Sign Structure, "NB" 330+60 Lt.	All Required		11,000.00
Structure Mounts	All Required		3,000.00
Type A & B Signs in Place	922 Sq.Ft.	19.00	17,518.00
Type "C" "D" & "R" Signs in Place	625 Sq.Ft.	8.00	5,000.00
Type "F" "G" & "M" Signs in Place	147 Sq.Ft.	10.00	1,470.00
Type "H" Signs in Place	72 Sq.Ft.	10.00	720.00
Type "EE" Signs in Place	255 Sq.Ft.	11.00	2,805.00
Type "U" Signs in Place	35 Sq.Ft.	14.00	490.00
Move, Modify and Reinstall Existing Signs	All Required		4,800.00
Thermoplastic Pavement Arrows	4 Only	400.00	1,600.00
			$ 9,885,872.50

Type Code Y030
Illumination

Sign Illumination Equipment	All Required	$ 7,725.00
Removal of Existing Illumination	All Required	7,515.00
Pole Foundations	All Required	25,516.00
Roadway Lighting Poles and Bracket Arms	All Required	50,749.00
Luminaires and Bracket Arms	All Required	14,313.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	93,010.00
		$ 198,828.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 5,300.00
Temporary Pavement Striping	All Required	6,000.00
Remove Pavement Stripping (Exist. & Temp.)	All Required	3,000.00
Temporary Erosion Control	All Required	12,000.00
On the Job Trainees (15 at $800)	All Required	12,000.00
		$ 38,300.00

Subtotal	$10,123,000.50
Engineering	1,265,375.50
Total	$11,388,376.00

Structures

Mobilization	All Required (9%)	$ 52,641.00
Temporary Protection and Direction of Traffic	All Required (9%)	28,053.00
Temporary Haul Road Structure	All Required	65,000.00
		$ 145,694.00

Type Code X221
Strucure, Br. #7524 B (Raise Str.)

Raise Existing Bridge	All Required		$ 65,000.00
Reinforced Concrete Bridge End Panels	190 Sq.Yd.	68.00	12,920.00
Class 1 Preparation Bridge No. 7524 B	467 Sq.Yd.	21.00	9,807.00
Class 2 Preparation Bridge No. 7524 B	25 Sq.Yd.	200.00	5,000.00
Dense Concrete Resurfacing (Alt."B")	467 Sq.Yd.	42.00	19,614.00
		Alt."B"	$ 112,341.00

Type Code X221
Structure, Br. #16161 (NB Sta. 536+51.79) (120')

Shoring, Cribbing, Etc.	All Required		$ 25,875.00
Structure Excavation	260 Cu.Yd.	25.90	6,734.00
Structure Excavation Below Elevation Shown	20 Cu.Yd.	31.00	620.00
Special Wall Backfill	80 Cu.Yd.	24.80	1,984.00
Furnish Pile Driving Equipment	All Required		19,449.00
Furnish HP 10x42 Steel Piling	2,616 Lin.Ft.	14.00	36,624.00
Drive Steel Piles	2,616 Lin.Ft.	3.25	8,502.00
Structural Concrete, Class 3300 (205 c.y.)	All Required		35,000.00

Structural Concrete, Class 4000 (245 c.y.)	All Required		$ 100,000.00
Structural Concrete, Class 4500 (180 c.y.)	All Required		75,000.00
Reinforement (135,000 lbs.)	All Required		70,000.00
Coated Reinforcement (24,000 lbs.)	All Required		40,000.00
Reinforced Concrete Bridge End Panels	300 Sq.Yd.	68.00	20,400.00
Concrete Slope Paving	550 Sq.Yd.	31.00	17,050.00
Slope Paving Curb	230 Lin.Ft.	17.60	4,048.00
			$ 481,286.00

Type Code X221
Structure, Br. #2177c (Raise Str.)

Class 1 Preparation, Bridge No. 2177c	433 Sq.Yd.	22.00	$ 9,526.00
Class 2 Preparation, Bridge No. 2177c	22 Sq.Yd.	207.00	4,554.00
Dense Concrete Resurfacing (Alt."B")	433 Sq.Yd.	47.00	20,351.00
Asphalt Membrane	452 Sq.Yd.	22.00	9,944.00
		Alt."B"	$ 44,375.00

Type Code X781
Structure, Br. #7939A (Sta. 375+50)

Bridge Removal Work	All Required		$ 50,000.00
Shoring, Cribbing, Etc.	All Required		25,000.00
Structure Excavation	300 Cu.Yd.	21.00	6,300.00
Structure Excavation Below Elevation Shown	30 Cu.Yd.	25.00	750.00
Special Wall Backfill	200 Cu.Yd.	21.00	4,200.00
Furnish Pile Driving Equipment	All Required		21,000.00
Furnish HP 10x42 Steel Piling	2,657 Lin.Ft	15.00	39,855.00
Drive Steel Piles	2,657 Lin.Ft.	2.00	5,314.00
Structural Concrete, Class 3300 (265 c.y.)	All Required		50,000.00
Structural Concrete, Class 4000 (175 c.y.)	All Required		48,000.00
Structural Concrete, Class 4500 (180 c.y.)	All Required		50,000.00
90'/95' Type IV Prestressed Beams	5 Only	9,000.00	45,000.00
100'/105' Type IV Prestressed Beams	5 Only	10,000.00	50,000.00
Reinforcement (83,000 lbs.)	All Required		50,000.00
Coated Reinforcement (20,000 lbs.)	All Required		30,000.00
Prestressing Steel (1,000 lbs.)	All Required		6,000.00
Reinforced Concrete Bridge End Panels	142 Sq.Yd.	68.00	9,656.00
Two Tube Metal Railing	510 Lin.Ft.	43.00	21,930.00
Concrete Slope Paving	270 Sq.Yd.	31.00	8,370.00
Slope Paving Curb	150 Lin.Ft.	19.00	2,850.00
			$ 524,225.00

Subtotal Alt "B"	$ 1,307,921.00
Engineering	163,490.00
Total	$ 1,471,411.00

Length of Roadway 5.609 Miles
Cost of Roadway Per Mile $2,052,839.36

Work Retained in Program Status
(Not included in amounts below)

Slide Correction	All Required	$ 25,000.00
Asphalt Cement Adjustment	All Required	300,000.00
Work By P.G.E.	All Required	7,500.00
Clean out Sediment Barriers	All Required	1,000.00
Class 3 Deck Preparation	All Required	3,000.00
Delineators on Median Barriers	All Required	1,000.00
Additional AC Pavement (1") on New Alignment	All Required	50,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$11,388,376	$10,502,360	$ 886,016
Structures	1,471,411	1,356,935	114,476
	$12,859,787	$11,859,295	$1,000,492

Group 1 100%
Contract No. 9036
Prefix 622-1902 P.E.
Prefix 624-1039

Battle Creek - N. Jefferson Jct.
(Nonparticpating - State work)

Setting Mailbox Posts	16 Only	100.00	$ 1,600.00
Furnish Mailbox Posts	All Required		300.00
State Responsibility for Damages	All Required		3,000.00

9036

April 22, 1983

Morse Bros., Inc.
Attn: Robert Reinhard
P. O. Box 7
Lebanon, OR 97355

CON

Contract Claim
Battle Creek-N. Jefferson Interchange
Contract No. 9036

A review of the two claims submitted by you, one on behalf of R. A. Hatch Company and one on your own behalf, has been completed. I have received and reviewed recommendations regarding this claim from the Claims Review Board and our Legal Counsel.

R. A. Hatch Company's total claim of $97,970.82 was for drilling and blasting costs associated with excavation under Price Agreement No. 5. Your total claim of $2,085 was for extra traffic control costs associated with the blasting operation of R. A. Hatch Company.

Both claims are denied in full for lack of merit and lack of the required notice. This decision is based on these findings:

(1) Morse Bros., Inc. entered into Price Agreement No. 5 with substantial knowledge of the site conditions, including the knowledge that some blasting would be required. This information was made available to R. A. Hatch Company.

(2) The State's Project Manager offered a reasonable estimate of the amount of rock in the excavation based on his best judgment of the site conditions. However, the opinions of the Project Manager did not relieve the contractor of his obligations to ascertain the conditions that existed.

(3) The contractor was paid for approximately 68,000 cubic yards of required excavation plus he was paid for approximately 23,600 cubic yards of unauthorized overbreak that was incorporated in the project. Both quantities were paid for at the agreed upon price of $2.50 per cubic yard.

(4) Neither the contractor nor his subcontractor provided the required notice of these claims prior to commencement of work as provided for in Section 109.06 of the Standard Specifications.

My decision in these matters is the final informal review process available to you. If you do not agree with this determination, your recourse is through the courts.

H. S. Coulter, P.E.
State Highway Engineer

SHM:lb

bc Robert N. Bothman
W. E. Schwartz
E. S. Hunter
Robert L. Schroeder
J. B. Boyd
J. L. Sollis
O. B. Jackmond
G. W. Wimer
Dick Nelson
Steve Macnab

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
CON

TO: H. S. Coulter
State Highway Engineer

DATE: April 20, 1983

WES st

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Contract Claims
Battle Creek-North Jefferson Interchange
Contract No. 9036

This claim results from our decision to lower the grade of the frontage road on the east side of I-5 on the southerly slope of Illahee Hill. This was done to eliminate a perceived problem with the construction of a retaining wall between the freeway and the frontage road.

The contractor, Morse Bros., and their subcontractor, R. A. Hatch, agreed to do this additional 50,000 cubic yards of grading at their unit price of $2.50/yard^3$. There was no misrepresentation of the work to be done although the staked quantity was about 30 percent more than the estimate. The rock for which the contractor is claiming extra compensation was readily visible and he was aware of it. This is documented.

The second claim by the prime contractor was for additional temporary protection and direction of traffic which was a lump sum bid item. At the time of the price agreement there was no request to increase this item although several other small items were adjusted at the time. I believe the contractor thought they could rip the cut and that no additional traffic protection was necessary.

Both claims are very proorly documented and there was no prior notice of the contractor's intent to make a claim. I agree with Jackmond's analysis of this claim and the recommendation of the claims review board.

I recommend you sign the attached letter as you have modified it.

WES:st

81-125-1387

Contains Recycled Materials

STATE OF OREGON　　　　INTEROFFICE MEMO

HIGHWAY DIVISION

NOTED
H. S. COULTER

TO: H. S. Coulter
State Highway Engineer

Robert N Bothman

DATE: April 18, 1983

FROM: Robert N. Bothman, Chairman
Claims Review Board

REFER TO
Sevontz
By　State Hwy. Engr.

SUBJECT: Contract Claims
Battle Creek-North Jefferson Interchange
Contract No. 9036

Your analysis please — I'm not sure I even understand what is being claimed.

The Contract Review Board has considered two claims for extra compensation submitted on this project related to excavation work done under a price agreement. Claim No. 1 for $97,970.82 was submitted by R. A. Hatch, the grading subcontractor, through Morse Brothers, Inc. to compensate them for the full cost of drilling and shooting rock excavation in the area covered by the price agreement. Claim No. 2 was submitted by Morse Brothers, Inc. to compensate them for the extra cost of traffic control resulting from the rock excavation by R. A. Hatch.

Representing R. A. Hatch Co. were Bob Hatch, Michael Durbin and Levi J. Smith, Lawyer. Representing Morse Brothers, Inc. were Bob Reinhard and Brad Dennis. Representing the Highway Division were Chuck Fredrickson, Jerry Wimer and Dick Nelson.

CLAIM NO. 1 BY R. A. HATCH

Findings:

Morse Brothers, Inc. subcontracted with R. A. Hatch Co. to perform among other items an estimated 586,450 cubic yards of general excavation at the contract unit price of $2.50. Price Agreement No. 5 was initiated by the State to eliminate the construction of a retaining wall between the freeway and frontage road. Morse Brothers, Inc. entered into Price Agreement No. 5 among other items to excavate approximately 50,000 cubic yards of material along the "FRe" line between stations 383-4212 and 527-528 at the contract unit price of $2.50, eliminating the wall

When Price Agreement No. 5 was written in December 1979, rock material was visible in the cut area. Prior to executing the price agreement, Morse Brothers, Inc. documented in their November 15, 1975 memo knowledge of the material to be excavated.

During the excavation work, rock was encountered and blasting accomplished. Following is a summary of the excavation quantities and costs.

(1 Price agreement based on 50,000 c.y. @ $2.50 = $125,000.00
(2) Actual staked excavation 67,985 c.y. @ $2.50 = $169,962.50
(3) State measured overbreak 23,616 c.y. @ $2.50 = $ 59,040.00

The unauthorized overbreak, Item No. 3, was subsequently paid for by the State and incorporated throughout the project on the grounds that the material, as placed, provide some benefit to the public.

Neither Morse Brothers nor their subcontractor, R. A. Hatch Company, provided the State with the notice of this claim as required by Section 109.05 of the Standard Specifications. Following is a brief summary of events leading to the claim.

December 20, 1979	P.A. No. 5 signed by contractor and returned to State.
January 14, 1980	Drilling work started by contractor.
March 13, 1980	Drilling work concluded.
April 18, 1980	First notice of claim submitted.
May 9, 1980	Letter from Nelson to Morse Brothers, Inc. advising that details of claim had not been submitted.
April 21, 1981	Second notice of claim from contractor providing grounds for claim.

Conclusions:

The State's Project Manager offered a reasonable estimate of the amount of rock in the excavation, based on his best judgment of the site conditions. The opinion by the Project Manager did not relieve the contractor of his obligations under the contract to ascertain the conditions that existed.

Morse Brothers, Inc. and their subcontractor R. A. Hatch were fully cognizant of the site conditions in the excavation area as documented in the correspondence, in particular, Morse Brother's November 15, 1979 Memo to the File.

The contractor was paid in full at the agreed upon price of $2.50 per cubic yard for the required 67,985 cubic yards of excavation. In addition, he was paid for 23,616 cubic yards of unauthorized overbreak incorporated into the project.

Decision:

It is the decision of this Board that the claim by R. A. Hatch be denied for lack of merit and for lack of the required notice. The Board agrees with the findings of Mr. O. B. Jackmond as stated in his letter of February 28, 1983 to Morse Brothers, Inc. They were as follows:

(1) Price Agreement No. 5 was negotiated in good faith by both parties.

(2) There was no misrepresentation made by either party at the time Price Agreement No. 5 was executed.

(3) Price Agreement No. 5 provided expected benefits to both parties and the anticipated benefits were substantially received.

(4) Neither the contractor, nor his subcontractor, provided the required notice of this claim and thereby prevented the State's consideration of alternatives and/or the keeping of accurate cost records for the work.

CLAIM NO. 2 BY MORSE BROTHERS

Findings:

The findings previously stated for Claim No. 1 apply to Claim No. 2. In essence, Morse Brothers entered into Price Agreement No. 5 with substantial knowledge of the rock conditions at the excavation site.

Additional costs for traffic control during the blasting operations were not negotiated by the contractor and no item for additional traffic control costs were included as part of Price Agreement No. 5.

Conclusions:

The conclusions for this claim are the same as those previously stated in the first three paragraphs of the Conclusions for Claim No. 1.

In addition, given the contractor's knowledge of the site condition, the lack of any additional sums under Price Agreement No. 5 for traffic control during blasting is considered to mean the cost of such traffic control would be borne by the contractor as part of his lump sum contract price for "Temporary Direction and Protection of Traffic".

Decision:

It is the decision of this Board that the claim by Morse Brothers, Inc. be denied for lack of merit and for lack of the required notice. The Board fully agrees with the findings of O. B. Jackmond in his letter of February 28, 1983 to Morse Brothers, Inc. They were as follows:

(1) Price Agreement No. 5 was negotiated in good faith by both parties.

(2) There was no misrepresentation made by either party at the time Price Agreement No. 5 was negotiated.

(3) Price Agreement No. 5 provided the expected benefits to both parties and the anticipated benefits were substantially received.

(4) Price Agreement No. 5 states that the work will be done at contract unit prices except for bid items 18, 23, 35 and 81.

(5) The contractor did not at any time prior to or during the work, provide the required notice of this claim thereby preventing the State from keeping accurate cost records.

(6) The contractor's cost determination method is defective. Costs were determined by some "differential cost" method and do not reflect accountable actual costs.

Based on the Board's findings, conclusions and decisions for these two claims, I have prepared a reply to Morse Brothers, Inc. for your consideration.

SHM:lb
Att.
cc J. B. Boyd
R. L. Schroeder
J. L. Sollis
Steve Macnab

1053

FORM 61-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BATTLE CREEK - N. JEFFERSON INTCH.

WEEK ENDING: April 9, 1983

SECTION PREFIX: 624-1039

HIGHWAY: Pacific

COUNTY: Marion

KIND OF WORK: Grading, Paving, Barriers, Structures, Signing and Illumination

NAME OF JOB: Battle Creek-N. Jefferson Intch.

CONTRACT NUMBER: 9036

FEDERAL AID PROJECT NUMBER: I-5-4(86)245

CONTRACTOR: Morse Bros., Inc.

DATE WORK STARTED: October 5, 1979

ESTIMATED COMPLETION DATE: August 1982

DATE OF CONTRACT: September 25, 1979

SPECIFIED WORK DAYS

SPECIFIED ~~CALENDAR~~/work DAYS: 700

WORK DAYS USED

~~CALENDAR~~/work DAYS USED: 700

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $14,149,551.69

EXCLUSIVE OF ENGINEERING: $13,061,797

ENGINEERING AUTHORIZATION: $1,087,754.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $13,061,797

ENGINEERING COST TO DATE: $1,120,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT. OVERRUN: 1.0%

PERCENT OF AUTHORIZATION: 103%

DATE PROJECT WAS COMPLETED: August 5, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD	Ln.Tr.Subg.	
	100	100	100	100	100	100	

	GRADING	Lime Tr. Subgrade	C.T.B.	Paving	Concrete Barrier
MILES IN PROJECT 5.61					
MILES PARTIALLY COMPLETED					
MILES COMPLETED	5.61	5.61	5.61	5.61	5.61
TOTAL ESTIMATED QUANTITIES (CONTRACT)	586,450 cy	177,000 SY	92,000 T	122,100 T	57,564 LF
TOTAL QUANTITIES CORRECTED TO DATE	545,133 cy	86,050 SY	110,243 T	143,350 T	51,257 LF
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	545,133 cy	86,050 SY	110,243 T	143,350 T	51,257 LF
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		PROJECT COMPLETED			
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7524B	16161	2177C	7939A	RCBC	Haul St.	Sign Br.	4 Cant.
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Week ending 4-9-83.

REMARKS

PR-47 submitted 4/5/83.

Third notification submitted 4/7/83.

FINAL REPORT.

Distribution: Construction (1+2); Region (1)
Bridge (1); File (1)

SIGNED Richard E. Nelson, Project Manager LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9036

MORSE BROS.

March 3, 1983

RECEIVED
MAR 9 1983
CONSTRUCTION SECTION
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Mr. Richard Nelson
Project Mgr., O S H D
885 Airport Road
Salem, OR - 97310

RE: Battle Creek-North Jefferson Section I-5
O S H D Contract No. 9036
Claim Review

Dear Dick:

I am in receipt of Mr. O. B. Jackmond's February 28th letter and do not accept his denial. As per his letter, I would appreciate a meeting with the Division's Contract Claims Review Board.

Please contact me if you have any questions regarding dates.

Sincerely,

MORSE BROS., INC.

Robert R. Reinhard
Construction Division Mgr.

RECEIVED
MAR 18 1983
ROAD DESIGN SECTION
1 Vonteeg
Anderson
Adams
V Liscomb
Stoudenmayer
Turpin
Trout
Weinstig

RRR/hj

cc: R. A. Hatch Co. - Bob Hatch
Brad Dennis - MBI

cc O.B.Jackmond – Please arrange

RECEIVED
MAR 0 7 1983
R. E. NELSON, RES. ENGR.
RE AK | ARE | ARE | OM | OM

Construction Division • 32260 Hiway 34 • Tangent, Oregon 97389 • Phone (503) 928-6491

February 28, 2903

CON 5 #9036

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

ATTN: Robert Reinhard

RE: Battlecreek-N. Jefferson Intch.
Contract No. 9036
Claims Review Meeting

Gentlemen:

This is to provide you with a response following our meeting with you and your subcontractor on February 17 to discuss two claim items remaining on this project.

The first claim discussed was your subcontractor's, R. A. Hatch, claim for additional compensation for rock excavation encountered while performing work under Price Agreement No. 5. This claim was stated to be in the approximate amount of $100,000.00. After hearing your - and your subcontractor's - presentation and the State's presentation, I make the following findings and determination:

1. Price Agreement No. 5 was negotiated in good faith by both parties.

2. There wasnno misrepresentation made by either party at the time Price Agreement No. 5 was executed.

3. Price Agreement No. 5 provided expected benefits to both parties and the anticipated benefits were substantially received.

4. Neither the contractor, nor his subcontractor, provided the required notice of this claim and thereby prevented the State's consideration of alternatives and/or the keeping of accurate cost records for the work.

I therefore conclude and determine that the unit price for excavation work performed under Price Agreement No. 5 should not be adjusted and that this claim be denied for both lack of merit and for lack of the required notice.

The second claim discussed was your claim for additional compensation for traffic control required resulting from the excavation done under Price Agreement No. 5. This claim was stated as being in the amount of $2,085.00. Again, after hearing both parties presentations, I make the following findings and determination:

1. Price Agreement No. 5 was negotiated in good faith by both parties.
2. There was no misrepresentation made by either party at the time Price Agreement No. 5 was negotiated.
3. Price Agreement No. 5 provided expected benefits to both parties and the anticipated benefits were substantially received.
4. Price Agreement No. 5 states that the work will be done at contract unit prices except for bid items 18, 23, 35 and 81.
5. The contractor did not at any time prior to or during the work, provide the required notice of this claim thereby preventing the State from keeping accurate cost records.
6. The contractor's cost determination method is defective. Costs were determined by some "differential cost" method and do not reflect accountable actual costs.

I therefore conclude and determine that this claim is denied both for lack of merit and for lack of the required notice.

In the event that you wish to pursue these claims further, a hearing before the Division's Contract Claims Review Board is available to you. That Board's function is to review contract claims and to make recommendation to the State Highway Engineer for his consideration. Should you wish a meeting before this board, please contact Project Manager Nelson and he will make the necessary arrangements.

Sincerely,

For C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

bc: C. O. Fredrickson
Tim Wood
Dick Nelson

CLAIM NO. 1

Statement of Facts.

Price Agreement Number Five dealt with work required in the "rock cut" area. Negotiations before signing Price Agreement Number Five involved estimates of the amount of drilling and shooting work which would be necessitated by the presence of rock. As the justification below indicates, the Resident Engineer originally estimated a modest amount of rock would need excavation, and that only a portion of that rock would not be ripable. Even these original estimates were later modified by statements that the area had previously been subject to excavation with no blasting required. This claim, then, is based upon the circumstance that when the work ensued, the presence and quality of the rock was such that as much as 75% of it had to be drilled and shot.

Claim.

R. A. Hatch Company presents this claim for its actual out-of-pocket costs associated with drilling and shooting activity beyond that reasonbly contemplated at the time of execution of Price Agreement Number Five.

Analysis of Claim Validity.

Under Section 109.05 of the Standard Specification for Highway Construction - 1974 edition (Red Book), notice of claim for extra compensation is required prior to beginning work. In this claim, prior notice was given by the fact of negotiating Price Agreement Number Five, and the agreement was based on the representation of facts presented by the Resident Engineer. The facts represented were not borne out by the work required.

Additional Notice was given as the change of conditions became apparent. These notices were:

1. Morse Bros. letter to OSHD dated 4/18/1980.
2. R. A. Hatch letter to MBI dated 4/14/1980.

Justification of Claim No. 1.

This Claim for additional compensation is justified by a differing site condition from those represented prior to our signing Price Agreement Number Five.

Transcripts of tapes of weekly meetings and negotiations for Price Agreement Number Five are enclosed. Facts represented which materially changed during the work are:

1. Weekly meeting of 11/15/79. Dick Nelson stated Excavation quantity to be approximately 55000 c.y., 50% of this quantity, Rock.

2. Meeting of 11/27/79 with Dick Nelson on Job changes. Dick stated there was rock on the project already requiring Blasting, and what was added was not significant.

3. Weekly meeting 12/11/79. The Resident Engineer (Dick Nelson) stated he interviewed a state employee who had worked on the freeway originally and OSHD did not Blast, or if they did it was minor.

Analysis of Cost.

The R. A. Hatch Claim for $97,970.82, as reflected on the accompanying copies of invoices, is the sum of the corrected invoice from Keppinger, Inc., of $61,612.40 and the labor directly paid by R. A. Hatch Company to Keppinger employees with respect to drilling and shooting or $36,358.42. R. A. Hatch Company recognizes in connection with Price Agreement Number Five, it arguably undertook some risk of expense for drilling and shooting. However, throughout the negotiations, that risk was described as minimal, and as involving insignificant sums. In fairness, however, R. A. Hatch would be willing to deduct from this claim whatever amount might be found to have been reasonably contemplated as blasting expense. We claim $97,970.82 as our costs as extra compensation for work outside the scope of the contract and Price Agreement Number Five.

Please find attached the following:

1. Cost documentation

2. Previous correspondence
    a. to MBI
    b. to OSHD
    c. to R. A. Hatch

3. Summaries of meetings and memos

MORSE BROS.

RECEIVED
MAR 14 1983
CONSTRUCTION SECTION
CE CAE POE QCS SCS
ON CA LS TC FE CP

April 26, 1982

RECEIVED
APR 29 1982
R. E. NELSON, RES. ENGR.
RE ☐ ARE ☐ ARE ☐ ON ☐ ON ☐ ☐

Richard E. Nelson
Resident Engr., O S H D
885 Airport Road
Salem, OR - 97310

RE: Battle Creek-North Jefferson Section I-5
Contract #9036

Resubmittal of Additional Traffic Control
Costs as A Result of Price Agreement #5

Price Agreement #5 was signed by Morse Bros., Inc. after the O S H D had refused to accept prices higher than original bid costs. Additional expenses were contemplated by ourselves and our sub-contractors but the O S H D felt additional costs beyond those bid for the original scope of the project would not be incurred.

Bid Item #3, Temporary Protection and Direction of Traffic was a 'lump sum' bid for this project. Due to the encounter of rock in the area directly covered by P. A. #5, a drilling and blasting operation had to be used. During the blasting stages the O S H D required the adjacent highway be vacant of cars for public safety reasons.

The necessity of the traffic slowdowns during each blast was a prudent and necessary requirement. However, the additional costs incurred by MBI was not included in the original bid nor was it added into Price Agreement #5.

Attached is the April 21, 1981 letter to you claiming an additional $2,085.00 with the computations used in calculating the extra costs incurred. The claim for the $2,085.00 is justified by a change in conditions from those represented prior to the signing of Price Agreement #5.

Even though Sub-Section 109.05 of the Standard Specifications was not specifically adhered to regarding the increased costs for Bid Item #3 as a direct result of Price Agreement #5, the O S H D has not been prejudiced against the review of this claim.

Sincerely,
MORSE BROS., INC.

Robert R. Reinhard
Construction Division Mgr.

RRR/hj
Encl.

Construction Division • 32260 Hiway 34 • Tangent, Oregon 97389 • Phone (503) 928-6491

MORSE BROS., INC.

CONSTRUCTION DIVISION
32260 HIGHWAY 34
TANGENT, OREGON 97389
TELEPHONE (503) 928-6491

April 21, 1981

RECEIVED
APR 19 1982
MORSE BROS. INC.
TANGENT

Mr. Richard E. Nelson
Oregon State Highway Division
885 Airport Road
Salem, OR 97310

Re: Battle Creek - N. Jefferson Interchange
OSHD Contract #9036
MBI Project #2540
Claim for Price Agreement #5 - Work in the "FRe" Rock Cut
Claim for Interest on Late Payment

Dear Mr. Nelson:

Enclosed you will find a copy of a claim being submitted by R. A. Hatch Company for the amount of $150,358.32. This claim is for work that was done and not paid for in the rock cut area of the "FRe" line. They feel that this work was caused by excessive amounts of blasting required in this area, which you indicated would be minimal. They have also asked for interest payment on excavation that was performed and is now being paid for several months after the work. This claim is for interest on $100,172.50 at the current rate.

Also enclosed is a claim from Morse Brothers for costs not anticipated when price agreement #5 was signed. This claim is for extra traffic control on the job for blasting. When we discussed the rock cut price agreement, you did not think Morse Brothers would have much extra cost, and shouldn't include any extra cost for this in the price agreement. You felt that traffic control would be standard and blasting very little, if any. As it turned out we blasted eighteen times and this took a slowdown for each blast at an expense of $2,085.00 to be absorbed by Morse Brothers.

To obtain this figure I averaged twenty-seven days of traffic control on non-blasting days and eighteen blasting days to get an average cost per blasting day in excess of our normal costs. As you can see, on the enclosed sheet, this was $111.95 per blasting day. This extra traffic control amounts to $2,085.00 for eighteen blasts.

As you may remember, these extra costs were caused by the requirement of extra vehicles and personnel to do a slowdown. There were times we had to shut down our pipe crews to do this work, which is not reflected in these costs, but did affect the costs on our pipe items.

Sincerely,

MORSE BROTHERS, INC.

Gary Ross

Gary L. Ross
Project Superintendent

Enclosures

L-160

R.A. Hatch Co.
General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

April 8, 1981

Morse Bros., Inc.
32260 Highway 34
Tangent, OR 97389

Attn: Gary Ross

Re: OSHD Contract 9036
Battle Creek-N. Jefferson Intchg.

Dear Gary:

During the past few months Barker Surveying Company has conducted a review and recap of pay quantities in conjunction with the OSHD remeasure of the excavation.

In the so-called rock-cut area, we find the OSHD quantity is 67,985 cubic yards. We actually excavated 87,515 cubic yards based on representation or misrepresentation of information received from the Engineer. The difference of 19,530 cubic yards at the bid price of $2.50 amounts to $48,825.00.

In this same area, we excavated the roadway between Stations 399 and 427 to grades set by the OSHD. These were found to be in error by about 8 tenths. The OSHD adjusted the grades by about 5 tenths. We find that we were paid to the adjusted grades. The added excavation for which we have not been paid is 1425 cubic yards at $2.50 amounting to $3562.50.

[redacted]

We now make claim for reimbursement of the above costs in the total amount of $150,358.32.

Please forward our claim to the OSHD.

Sincerely,

R. A. HATCH CO.

John Bilich

John Bilich
Project Manager

JB:lst

Enclosure

Bob Hatch

#1 & 2

MORSE BROS., INC.

OPERATIONS OFFICE
32260 HIGHWAY 34
TANGENT, OREGON 97389
TELEPHONE (503) 928-6491

April 18, 1980

RECEIVED
APR 22 1980

CERTIFIED MAIL/RETURN RECEIPT

Mr. Richard E. Nelson
Oregon State Highway Division
P.O. Box 14020
Salem, OR 97310

RE: Battle Creek - N. Jefferson Interchange
Contract #9036, Job #2540
Notice of Claim
Price Adjustments Price Agreement #5 and #12

Dear Mr. Nelson:

We are giving you notice of a claim for work above and beyond that implied by Price Agreement #5 and #12 and the negotiations leading up to that agreement. Our Subcontractor R. A. Hatch feels that they may suffer damages of between $200,000 (Two Hundred Thousand) and $300,000 (Three Hundred Thousand) dollars because of implied or direct conditions stipulated after the Price Agreement was signed, and misleading statements of conditions for Earthwork in the area of the rock cut on the "FRg" line Station 410 to 425, as well as a lack of mass diagram information on changes as they affect the project as a whole.

Due to the fact that this work is on going at this time, there will not be a breakdown of costs. As soon as this work is complete we will work with Hatch to submit an accounting of costs and supporting data.

Sincerely,

Gary L Ross

Gary L. Ross
Project Superintendent

GLR:kin

cc: Bob A., Bob C., Bob R., R. A. Hatch

R. A. Hatch Co.
General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

Item 1

April 14, 1980

Morse Bros., Inc.
32260 Highway 34
Tangent, Oregon 97389

Re: OSHD Contract No. 9036
Battle Creek- N. Jefferson
Notice of Claim

Gentlemen:

This letter confirms our recent discussion advising you that we will file a claim for price adjustments in connection with Price Agreements No. 5 and 12.

The work being performed concerns the reconstruction of the Frontage Road East. We have been required to perform work beyond the scope of the contract and the price agreements.

Since the work is still under way, we can not at this time present an accurate and detailed summary of costs. We anticipate the amount of the adjustments will be in the magnitude of $200,000.00 to $300,000.00 in additional costs.

Please take the necessary steps to preserve our rights under the contract and establish our future claim against all parties that may be involved.

Very truly yours,

R. A. HATCH CO.

By

R.A. Hatch Co.
General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

November 27, 1979

Morse Bros., Inc.
32260 Hiway 34
Tangent, Oregon 97389

Re: Contract No. 9036
Battlecreek-No. Jefferson

Attention: Mr. Bob Chrisman

Dear Bob:

This morning's project meeting with OSHD has been reviewed and our conclusions follow below.

Added General Excavation (50,000 to 60,000 c.y.), which may contain some rock, will be done at our unit bid price. No hand-scaling is included and would only be done on a force account basis.

Added Clearing resulting would be done for a lump sum price of $1500.00.

Changes in quantities of Concrete Barrier and Concrete Barrier with fence would be adjusted at unit bid prices, but only if Barrier with fence can be furnished precast at the Contractor's option.

Temporary Concrete Barrier ordered by the OSHD for the protection of the work and the traveling public can be provided at unit bid price. If the OSHD does not agree to provide any temporary barrier, we would have to go on written record citing safety reasons necessary for its use.

Miscellaneous Concrete under Item 35 needs an upward adjustment in unit price to compensate for reduction in quantity. This requires an added $68.00 per cubic yard placed. No detailed cost breakdown will be provided. If the OSHD does not concur, this concrete item and the related trench excavation item can be done on a force account basis.

The proposed concrete center support wall for the existing Battlecreek box culvert is not yet a reality. This would have to be evaluated and a price negotiated upon receipt of design criteria to be furnished by the OSHD.

Our proposal to perform the General Excavation at unit price is based on a continuing operation to complete the added work with one move-in. No piecemeal work can be done at this price.

Please review and pass this along to the OSHD.

Very truly yours,

R.A. HATCH CO.

By

9036

CARNEY, CORNELIUS & BUCKLEY
ATTORNEYS AT LAW
410 RIVIERA PLAZA
1618 S.W. FIRST AVENUE
PORTLAND, OREGON 97201
TELEPHONE (503) 221-0611

RICHARD R. CARNEY
DARRELL L. CORNELIUS
JEROME B. BUCKLEY, JR.
JAMES W. KASAMEYER
PAUL C. HAYS
DAVID D. LIPTON
LINDA J. LARKIN
STEPHEN H. BUCKLEY
RALPH E. WISER III

February 9, 1983

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Re: Oregon State Highway Division
Contract No. 9036
General Contractor - Morse Bros., Inc.
Subcontractor - Husky Fense Co., Inc.
Bonding Company - Safeco Insurance Company of America
Bond No. - 2972857

Dear Sir or Madam:

Our law firm represents the AGC-Operating Engineers Trust Funds in the collection of delinquent employee fringe benefit contributions. Your subcontractor, Husky Fence Co., Inc., failed to make all of its required contributions to the Trust Funds on the above captioned highway project. There is presently due and owing from Husky Fence to the Trust Funds the sum of $1,493.52 in delinquent contributions, $167.44 in liquidated damages and interest in the sum of $187.35 calculated through January 20, 1983. Attached for your convenience is a summary of the money due and owing to the Trust Funds.

Unless payment of the aforementioned sums is received within ten (10) days from the date of this letter, we shall recommend that our client institute legal proceedings on your Bond. If you need any additional information concerning our claim, please feel free to contact me.

Very truly yours,

CARNEY, CORNELIUS & BUCKLEY

/s/ STEPHEN H. BUCKLEY
Stephen H. Buckley

claim filed 4/15/82

RECEIVED
FEB 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response rec.

SHB:ro
Enclosure
cc: Barbara Winchester
Robert Gormsen
Steven Oswald w/encl.

9036

I-5

ROAD DESIGN SECTION 378-6558

DES 16

Richard E. Nelson
Project Manager

January 17, 1983

D. N. Stoudenmeyer
Design Supervisor

Battle Cr.-N. Jefferson Interchange Section
Pacific Highway
Marion County

RECEIVED
JAN 18 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Olson
Sullivan
Turpin
Trout
Wakerlig

Do Not File
Return to
Bring Up /
Action

Your narrative on the subject project has been received. You brought out several good points and we would like to comment on the portions with which Final Design is concerned.

We are glad to hear that the original staging plan was well done and should have been followed.

We agree with your comment on the value of the sequential arrow sign.

You suggest that flashers could be replaced in daylight hours by high level flags. It has been our experience that flags are lost, stolen or forgotten more often than not so we do not recommend their use in lieu of flashers.

You commented on substituting C.T.B. for lime treatment. It is our feeling that this switch is more likely to surface during construction rather that at the design stage.

Under "Cement Treated Base" your comment number two which would eliminate the transverse grade breaks will require a revision to our standard typicals.

The problem of the leveling course, cold planing or blade patching should be decided at the location stage rather than at the plans stage. We agree that this should be resolved at an an early stage.

If the aluminized pipe was accepted by John Jenkins we would feel comfortable with it.

Your problem with grouting of the concrete barrier should be taken care of since we now call for grout holes on all barriers.

We agree with you that the berm need not be built at the same time as the barrier. Our traffic control devices are supposed to protect work areas until their completion.

Your commented that the Traffic Section "working drawings" for signs are easier to work with than the finished product. We are at a loss to know why and have never heard this comment before.

Your comment on the price agreement on Page 13 appears to be something that was noticed after the job was let and was not known at the plans stage.

We have given copies of your narrative to Specifications and Bridge for any comments they may have.

Thank you for an excellent report on this project. These reports can be of use in future design work.

DNS:rlr

cc: D. N. Stoudenmeyer

1636

NARRATIVE REPORT

BATTLE CREEK - N. JEFFERSON INTERCHANGE
PACIFIC HIGHWAY
MARION COUNTY

Contract 9036

Richard E. Nelson, Project Manager
November 1982

PROJECT LIMITS: North end of project is Mile Post 250.12 which is 0.2 mile south of the Battle Creek Road overcrossing.

South end of the project is Mile Post 344.43 which is 0.25 mile south of the North Jefferson overcrossing.

SCOPE OF WORK: Reconstruct South Commercial northbound exit to a right exit.

Reconstruct Sunnyside-Turner interchange to a "diamond" configuration, with the northbound on-ramp allowing Turner to Salem traffic to not enter and exit the freeway.

This was accomplished by reconstructing the northbound lanes from Sunnyside-Turner to the north end of the project adjacent to the southbound. The old northbound is the entrance ramp. The "diamond" eliminated a "horseshoe" configuration with tight radii. These ramps had two-way traffic adjacent to the freeway which confused traffic and enhanced the chance of "wrong way" traffic.

Reconstruction of the North Jefferson interchange to eliminate the hazardous two-way ramps.

Construction of a 3.3 mile northbound ~~climbing~~ lane.

1 ✓
2 Adam #
copy

RECEIVED
29 1982
ROAD DESIGN SECTION

Do Not File
Return To
Adv

No Comment

Reconstruction of the Illahee overcrossing structure at Mile Post 347.07.

Construction of another 10' X 8' reinforced concrete box culvert for Battle Creek and extension of the existing reinforced concrete box culvert to accomodate the northbound fill.

Replacement of all freeway metal rail with approximately 10 miles of concrete barrier.

Resurfacing of all roadway surfaces within the 5.61 mile project.

Required drainage, signing, illumination, fencing and incidentals.

WORK NOT INCLUDED IN CONTRACT:

Widening of the Miller Creek Bridge near the North Jefferson interchange at the west side frontage road. This work was later awarded and constructed as a separate contract.

Reconstruction of the Sunnyside-Turner (Delaney Rd.) structures. These two structures are timber composites, one has H-15 loading. (I believe it is the last H-15 at a critical location on I-5.) Their narrow widths present restricted sight distance for traffic. All efforts to secure FHWA approval for reconstruction were unsuccessful. Future interchange development will increase the attention this area receives.

The southbound third lane from Sunnyside-Turner was not surfaced, but was substantially graded.

A proposal was developed but not approved, to construct the additional ramps to provide a full interchange at Battle Creek.

STAGE CONSTRUCTION - TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC:

The basic staging plan, as provided in the contract, was adequate and well done. Had the contractor accepted this plan and worked his schedule around its concept, the construction could have proceeded smoothly, with completion within the time limit. However, the contractor's approach was that a shortcutting of stages had to be possible that would allow completion within one year. Several proposals were generated, none of which adequately provided for all traffic movements. Work continued on the presumption that the solution would appear and it did not. The result was not an acceleration of the project, but a delay and an "extra" stage was required because the work was not scheduled to meet the critical winter season.

✓ Orig [illegible] accepted

The "sequential arrow signs" are an excellent device. They are very effective in alerting and controlling traffic, their mobility adds to their versatility, and traffic can be controlled "on the move".

✓ Agree

The specifications required 110 volt flashers only. There was considerable discussion of this feature, but in practice the contractor found the use of portable generators easy to use with minimal cost. Battery operated flashers are ineffective during daylight hours. I would recommend that if flashers are to be required, that they be 110 volt. However, I strongly recommend the use of high level flags for daylight use in lieu of flashers. } NO

✓ stick with 110 flashers. Flags are often lost, stolen or forgotten

A price agreement was entered into for the contractor to perform temporary striping and stripe removal. I recommend this work be included as a bid item on most projects. This obligates the contractor to schedule the striping to coincide with his construction operations, and maintains the responsibility for traffic with the contractor.

A price agreement was entered into to provide "oversize" advance warning signs on the project.

These were ordered by Region prior to actual commencement of significant construction on the project. I do not support the use of these signs. They are costly and for those that notice them, they are alerted that somewhere during the next several miles they "might" encounter construction. I don't believe bigger is necessarily better.

The Special Provisions provided under 107.18 (Page 13):

1. "Excavation at pavement edge shall be backfilled at the end of each working day as detailed on Sheet 2H-5 of the plans." The detail on Sheet 2H-5 is a 4:1 aggregate shoulder material slope.

   The limits of excavation, where the climbing lane was to be constructed, included the shoulder area. Further restrictions on how much area or how long the over 1 foot abrupt edge could have existed was not included. A price agreement was entered into to adjust the travel lanes toward the median and provide "temporary" concrete barrier separation of the work area.

   A traffic "slowdown" procedure was used to create gaps in traffic for some short term situations, like blasting and setting beams. This involved controlling "on-ramp" traffic with flagmen and towing sequential arrows in front of traffic to reduce speed to 40 to 45 miles per hour from its typical 60 to 65 miles per hour for the required distance to result in the desired length of gap.

CLEARING & GRUBBING: The contractor allowed people to enter the project and remove firewood. This created a potentially hazardous condition for traffic and resulted in some trees being removed that may not have been necessary. We need to make it very clear in future jobs that only contractor's employees are to engage in this activity.

Handle in Specs (it was on I 205)

GENERAL EXCAVATION:

The majority of the material on the project was clay. All major excavations required drying of the material to reduce the moisture content to the specified allowable percentage. The extent of the drying required slowing the progress of the project significantly.

The several stages of work required the contractor to carefully consider what material to move where and when to preclude excessive haul. They did not do a good job of this. They reached stages where the material required to construct the nearest embankment was in a cut under traffic.

The grading subcontractor was totally uncooperative in discussing his schedule or method of operations. All efforts to communicate potential problems were responded to with, "We know what we're doing and stay out of our business. You can't direct our work." They were equally uncooperative with the prime contractor, who was apparently unwilling or unable to cause the work to be performed in a timely manner in conformance with any schedule. An approximate 1/2-mile section of the frontage road was scheduled to have the subgrade ready for surfacing on eight different dates over the span of two months. Several "under traffic" areas were graded during daylight, leaving all subsequent work after dark and in many cases required almost all night to complete. Insistance on more men and equipment did not enhance the ability to perform. Major grading revisions were occasioned by Price Agreement No. 5 and will be included in that discussion.

The prime contractor subcontracted the grading and retained the lime treatment. The subcontractor constructed some of the lime treatment areas with a mixture of rock and clay. This presented a serious problem during treatment. The rock was abusive to the tiller, made it difficult to control grade, and required a substantial amount of cleanup of rocks that would not reincorporate into the subgrade.

The contractor opted to provide in some cases, an additional equivalent amount of C.T.B. to allow deletion of the lime treatment. The additional C.T.B. was provided at a cost equivalent to the lime treatment. The contractor said, "This did not cost him significantly more money." The one less operation in an area, with differing men and equipment made the costs nearly equal. We should consider this when surfacing designs are developed.

✓ will likely run up under [illegible] Construction conditions

CEMENT TREATED BASE:

There are some specification changes I would recommend:

1. Require cement storage to be on a scales. The present system is totally reliant on the accuracy of the belt scales. On a large project, a malfunction could be undetected for a large volume of material. The contractor could, when no one is present, reduce the cement storage undetected. The contractor on this project was very cooperative and installed "strain gauges" on the storage. These are temperature sensitive and therefore not as accurate as scales, but they do provide a relative confirmation of the quantity used. Without some backup, the first indication of a problem could be the seven day break. The seven day strengths are highly dependent on moisture content and may not be readily acceptable as a cement content deviation.

✓ Recs

2. Specify one set of line and grade controls. Require contractor to extend these controls to the extent necessary to achieve compliance with the tolerance specifications. We need to eliminate transverse grade breaks. These are very difficult to "trim" correctly, and severely limit the usefulness of the "spreader".

✓ have to change Standards

The "spreaders" do not always fit the widths and lane line conditions. Their intent is to reduce the segregation that a motor grader could incur. I would support eliminating the spreader in misfit conditions, but for main line conditions, I believe they do a good job of minimizing segregation. Segregated C.T.B. has extremely variable strengths.

ASPHALTIC CONCRETE: Machine leveling of pavement that is rutted, to the extent this project was, is not satisfactory. Much of the project was rutted in excess of two inches. In areas which required longitudinal correction, the depth of asphaltic concrete within the screed width would vary from one inch to four inches plus. The screed "bottoming out" would cause electronic malfunction, and the compaction differential caused a less than desired grade. Some areas were leveled more than once. I would recommend we consider cold plane - cold mix leveling on projects of this size or blade patch the ruts prior to machine leveling.

Should be sel. at Location Stage

The wearing surface has and is demonstrating some excessive wear characteristics. One section, even though the mix was in compliance with specifications, was raveling to the extent that after a few months use, an additional lift was placed. Extensive testing was performed (including sending samples to California for accelerated wear testing) and some modification of the mix design was incorporated. The service life of this pavement should be closely watched. Mix formula changes were not of the magnitude to represent the surface failure we experienced. There may be some problem with the rock, plant, or something(?) that no one was able to detect.

Beats me?

SUBSECTION 403.43 HAULING, SPREADING, FINISHING AND TEMPERATURE CONTROL: This specification requires full width paving (including shoulders) at the end of each day when over two inches. It requires that at the end of each working shift, a new travel lane shall not extend ahead of the adjoining travel lane by more than the distance normally covered by a shift when two inches or less. Suspension of one day or more requires all lanes to be brought up even. The specification is silent as to what happens if:

1 Other specifications are being violated:
    - Non-specification product
    - Inclement weather
    - Non-specification compaction

2. Equipment malfunction

I would recommend we specify what the alternatives are.

✓ Yes

1. Remove non-specification product or other appropriate action to correct the deficiency (at contractor expense).

✓ Agree

2. Order contractor to obtain mix from other suppliers, if available. We did order this action on this project and even though it was threatened, no claim has been filed. The contractor was able to acquire specification mix without substantial excessive costs. Had this not been the case, safely protecting the abrupt edge (that we had specified not exist) would have presented a serious problem.

I have previously recommended some specification changes and have been advised they are under consideration.

ASPHALT IN TACK: The specifications provided for emulsified tack coat. I required that the tack "break" prior to paving and that traffic not be allowed on the tack either prior to or after break. The contractor complained that specifications were silent on both projects, which they are. We had durations of several hours waiting on the tack coat. We did satisfy ourselves that paving on unbroke tack results in unsatisfactory bond and possibly some deterioration of the mix where exposed to the emulsifier.

MISCELLANEOUS CONCRETE: Major item in Price Agreement No. 5 and will be included in its discussion.

DRAINAGE: Bid items included sewer pipe and culvert pipe in the same sizes. Specifications for materials and installation can be interchangeable. The question that arises that if an installation is added to the plans and it meets both specifications, under what item is it paid when there is a different unit price? I would recommend we use one bid item for each size pipe.

1. Pipe cutoffs are a significant payment problem.

   The contractor is not required to preserve concrete cutoffs. Some may not be useable. They are paid for complete sections, when any length section is cutoff. Most pipe is furnished in 7'-8" sections, 1 or 2' may be cut off each end. Keeping records on cutoffs, where they went, and insuring single payment is very laborious. I would recommend we pay for actual length of pipe installed, and have a separate item for "cut pipe" or do not provide for separate measurement and payment.

I would recommend that we also provide a bid schedule for "special sections" and do not pay for special sections as extra lengths of pipe.

Spec

Both these items will cause more pipe to be paid for than was delivered.

ALUMINIZED PIPE: This material was allowed on this project, and was my first experience with it. I was concerned when I first looked at it because where the edge was crimped during the fabrication, the aluminum had been sheared off and all were very rusty. John Jenkins was contacted and looked at the material and advised this was acceptable and the rusting should not continue to the point of failure.

John should
[illegible]

UNDERDRAINS: The drain material supplied was uncrushed 3/4" - 1/2" wrapped in fiber filter. The ends of the trench needs to be confined almost all the time to prevent the drain rock from migrating and releasing support of the trench. The fiber does not appear to allow flow without substantial pressure. My observations have caused me to be concerned about sufficient water being able to continue to pass through the fiber.

[illegible]

GUARD RAIL AND BARRIERS: Specifications allowed use of salvage guard rail materials. The contractor attempted to use materials salvaged from other projects, some from other states. We rejected this material because of the inability to be assured under what specification the material had been manufactured or accepted. I would recommend we review this specification and unless we are willing to accept any and all salvage materials, (from wherever), we discontinue it. Once the rail is removed, had the paint removed, is sorted, etc., it is almost impossible to be assured that the material actually came from any particular project. I also forced them to install posts with sloped tops segregated from flat tops. This specification should be reinforced to insure workmanship looking product.

Specs can only
get so tight.
Leave something
for Proj. Mgr.
to do.

CONCRETE BARRIER: Some of the barrier included CL fence installed in pipe inserts. Water entered the inserts and froze, causing the inserts to pop out of the barrier or sheared the restraining bolts. The inserts were pumped full of a cement-lime mixture and cured the problem. During the winter of 1981-82, and during an extreme ice condition, trucks that went out of control and struck the barrier at a sharp angle, broke the barrier and dislodged it. Maintenance personnel contended this was because of lack of proper grouting under the barrier. We then entered into an agreement to drill the barrier, pump more grout, and drive restraining pins. The agreement provided for costs of the drilling of the hole to be at contractor's expense where insufficient grout was encountered. We found over 90 percent of the keyway full of grout. I do, however, support requiring the grouting via holes in the barrier to insure more complete grouting. There was also discussion as to blocking with wood prior to grouting. I don't view this as a significant problem if complete grouting occurs. The barrier, without the pins, has restrained all vehicles except trucks at sharp angles. I doubt that the pinned barrier will restrain the trucks without shattering. Restraint from shattering will only occur with more reinforcement. The costs for more reinforcement would require evaluation for what would be required to be effective.

Barrier - [illegible] calls for grout holes

There was comment that the berm should be constructed at same time as the barrier. This isn't practical, the barrier must be placed, lined up, grouted, and painted prior to actual burying. We could require the berm to be temporarily constructed in advance of the end of the barrier, however, the dimensions of the berm may have to be limited under some conditions.

Traffic control should protect barrier area as work until buried

SEEDING AND MULCHING:

We tried a new product on this project, "Roll and Grow" mats. These are mats of pressed straw, impregnated with fertilizer and seed. These mats when rolled out adhere very well to the slopes and control erosion, even prior to growth. They grow very well when placed during the proper season. The costs for large projects would

Sounds good

be excessive, ($0.10 to $0.15 per square foot), but for small projects where a hydroseeder is impractical they should be considered.

STRUCTURES:

The northbound overcrossing structure of Battle Creek off-ramp developed extensive cracking of the deck after minimal traffic use. Review of structural design and specification compliance did not reveal any reason why. The decision was to seal the deck and pave over it, which was done. This structure should be closely watched. The first evidence of the extent of the cracking, now that it is paved over, may be the concrete departing the bottom of the deck.

✓ [illegible]

SIGNING:

This project required moving some existing signs (some with revised legends), to new locations, most on new supports. The contract plans for signs are very hard to follow. The Traffic Section "working drawings" are much easier to work with. I would recommend that we use these.

never heard this before

PRICE AGREEMENT No. 5:

This was a major agreement involving a typical section revision. The plans called for a portion of the east side frontage road to remain undisturbed with the use of retaining walls and double concrete barriers. The section did not fit the field conditions and substantial more work would have been required to incorporate the plan concept. A more economical approach was developed. However, this involved the "miscellaneous concrete" item, which also covered the reinforced concrete box culverts in another section of the project.

The quantities in both reinforced box culverts were substantially in error. The error in one was discovered during the bidding. However, a change letter was not issued. An attempt was made after the opening to cause the contractor to accept the reduced quantity without unit adjustment as a condition of award. This idea was abandoned after consultation with "Chief Counsel" Jack Sollis.

We then discovered the length of the other reinforced concrete box culvert was substantially in error, and combining this with deletion of the retaining wall caused the contractor to insist that we resolve this issue before he would sign any price agreement. Without agreement we would have had a claim representing probably several hundred thousand dollars.

This appears to be after the job was let.

This price agreement is an example of needing to correct plan errors. The downscope change of typical section did not fit the field conditions and hasty drawings with a wide pen obscurred the problems. Some major changes had to be made. Combining this with the concrete quantity errors, created a difficult position with the contractor. The Internal Audit Unit has criticized our making any agreement, stating that we should have forced the issue to claim, therefore eliminating any costs judgement areas and would rely on labor, equipment and materials cost to construct the project. Where we have an admitted problem in our plans, the contractor could perform the work in the most inefficient manner with the assurance he would still make money.

9036

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10 - 29

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(86)245

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90265

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/28/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Battle Creek - North Jefferson Interchange

11. GENERAL DESCRIPTION OF WORK
Replace existing G-2 Special Grates with G-2M Grates

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approve the advance authorization date of 9/28/82 as requested in Mr. Keasey's letter of 10/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 9 is approved for a TEC of $1,540 Federal Funds $1,420.

RECEIVED
STATE HWY ENGR
NOV 3 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Ans | File

Orig to 11/3

14. DATE 10/29/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9036

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-5-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(86)245

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
Federal Hwy. Admin., Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90265

6. TO
H. S. Coulter, State Highway Engineer
Oregon State Highway Division, Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/5/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Battle Creek - North Jefferson Interchange

11. GENERAL DESCRIPTION OF WORK
Furnish and install 4 each 5KVA 20A transformers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 8/5/82 as requested in Mr. Keasey's letter of 9/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $2,000.00 FF $1,844.00.

RECEIVED
STATE HWY ENGR
OCT 8 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Actn | File

Orig 10/8

14. DATE 10/5/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

RECEIVED
TECHNICAL SERVICES
AUG 27 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROW 18-4

August 26, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan,
Program Control Engineer

SUBJECT: Second Power Pole Relocation
Portland General Electric Co.
Battle Creek-N. Jefferson Interchange Sect.
Pacific Highway
Marion County
Project No. I-5-4(86)245

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust Portland General Electric Company's facilities dated August 18, 1982, and a sketch showing their proposed relocation.

The pole was relocated previously by PGE, at no cost to the State, to accommodate the highway construction. The pole was relocated to a place approved by the State as being clear of construction. A design and construction change in the highway project has created a new conflict with the relocated pole.

A copy of the relocation letter to PGE dated July 27, 1982 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The state is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $3,981.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

7-56 I-5

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: May 18, 1982

FROM: Donald R. Adams
Final Design Engineer

Subject: Battle Creek-North Jefferson Project
Interstate 5

1 Versteeg ✓
Anderson
Adams
1 Olse agee
3 Sullivan Jws
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Trout
Wekerlig

RECEIVED
MAY 19 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

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PFG
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TEZ
JOB
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ob

Jerry Wimer has indicated that Region II is having a problem with the concrete median barriers in the Battle Creek to North Jefferson area on I-5. His letter of May 4 requests an interconnected design for these barriers to eliminate the rotational effects of the barriers under impact, which causes them to float over the top of the grouted keyway and move into the opposing lane of traffic.

The section is hilly, with a curving alignment which fits the rather general guidelines used in calling for this connection on other projects.

In addition to grouting the median barriers through grout holes, which Region II has already begun to undertake, I agreed that the inclusion of the pinned barriers was reasonable in this location and Region II will proceed to pin the barriers down with four 1-inch by 15-inch steel rods per panel.

DRA:ja

Contains Recycled Materials

9036

CL-82-6

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO..

CON 5
#9036

May 4, 1982

RECEIVED
MAY 5 1982
NORMA PAULUS
SECRETARY OF STATE

Oregon Laborers Employers Trust Funds
2020 N.W. 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen:

This will acknowledge your Revised Notice of Claim dated April 29, 1982, for fringe benefits due to the employees of Husky Fence Company, Inc., working under the jurisdiction of the Oregon, Southern Idaho and Wyoming District Council of Laborers in the amount of $8,055.10 which includes liquidated damages of $911.11.

The claim states this is in reference to the Morse Bros., Inc., Contract No. 9036 for work on the Battle Creek-North Jefferson Interchange Section of the Pacific Highway in Marion County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We note that you have filed it directly with the Secretary of State.

Please advise this office when the claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED
5-17-82

RECEIVED
MAY 6 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js

cc: Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: ✓ Sec. of State - Please advise us of your filing date and number of the attached claim on the enclosed copy of this letter. They have filed directly with you.

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

REVISED
NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: State of Oregon
Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of HUSKY FENCE CO., INC. working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of EIGHT THOUSAND FIFTY FIVE and 10/100 DOLLARS ($8,055.10) which includes liquidated damages of $911.11 against Bond No. UNKNOWN issued on 10/1/79 which MORSE BROS. CONTRACTORS is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION is the owner and SAFECO INSURANCE is the surety for that project known as #9036 I-5 BATTLE CREEK TO NORTH JEFFERSON INTERCHANGE.

DATED: April 29, 1982

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Morse Bros. Contractors
Safeco Insurance Co. (Lake Oswego, OR)
Safeco Insurance Co. (Seattle, WA)
Husky Fence Co.
State of Oregon, Secr. of State

R [illegible] D

9036 CL-82-7

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAY 5 1982
NORMA PAULUS
SECRETARY OF STATE

FILED
MAY
NORMA PAULUS
SECRETARY OF STATE

May 4, 1982

IN REPLY REFER TO
FILE NO:

CON 5
#9036

AGC-Operating Engineers Trust Funds
P. O. Box 4668
Portland, OR 97208

Attention: Gary Harrison, Secretary/Treasurer
Administrator

Gentlemen:

This will acknowledge receiving a copy of a letter dated April 15, 1982, with an Amended Notice of Claim in the amount of $1,493.52 for fringe benefits due to the employees of Huskey Fence Company, Inc., working under the jurisdiction of the International Union of Operating Engineers, Local No. 701.

The claim states this is in reference to the Morse Bros., Inc., Contract No. 9036 for work on the Battle Creek-North Jefferson Interchange Section of the Pacific Highway in Marion County.

We note that you have filed copies with the contractor; the surety, Safeco Insurance Co. of America; and the Secretary of State.

Please advise this office when the claim has been satisfied.

Sincerely,

Robert Jomsen

Robert W. Jormsen
COMMISSION SERVICES

ED 0
5-17-82
jp

js

cc: Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

RECEIVED
MAY 6
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please advise us of your filing number and date of the attached Amended Claim on the enclosed copy of this letter. We note they filed directly with you.

AGC-OPERATING
ENGINEERS
TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 222 591 566

April 15, 1982

Safeco Insurance Company of America
Safeco Plaza
Seattle, Wash. 98185

Attn: Steven J. Oswald, Surety Claims

Re: Bond No. 2972857
Principal: Morse Bros., Inc.
Subcontractor: Husky Fence Company
Project: OSHD 9036 - Battlecreek - North Jefferson Interchange

Dear Mr. Oswald:

Enclosed you will find an Amended Notice of Claim regarding the above project. Copies of the Amended Claim have been mailed to the Secretary of State, Oregon Department of Transportation and Morse Bros., Inc.

This claim is subject to revision upon verification that all certified payrolls for this project have been submitted to the Oregon Department of Transportation.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator

BJW:lkp
Enclosure
cc: Delinquency Committee
Jerome B. Buckley, Jr.
Secretary of State RRR#P 222 591 569
Oregon Department of Transportation RRR#P 222 591 568
Hucky Fence Company, Inc. RRR#P 222 591 565
Morse Bros., Inc. RRR#P 222 591 567
Safeco Insurance Company of America RRR#P 222 591 564

AGC · INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
W. RAY ROGERS, *Chairman*
FRANK HASTIE, *Vice Chairman*
LLOYD BABLER, JR
WILLIAM D. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
AL BOOTH, *Vice Secretary*
LAMONTE MORGAN
JIM RIDDERBUSCH

I.U.O.E.
Local 701

AGC
Oregon-Columbia
Chapter

1208 S.W. 13th AVE. • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3185 • MAILING ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

CERTIFIED MAIL RRR# 222 591 568

AMENDED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: STATE OF OREGON
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of HUSKY FENCE COMPANY, INC., working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL NO. 701, in the amount of $1,493.52* contributions, together with liquidated damages and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued on October 1, 1979, bond no. ___________, on which MORSE BROS., INC., is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and SAFECO INSURANCE COMPANY OF AMERICA, is the surety, for that project known as CONTRACT NO. 9036, BATTLECREEK - NORTH JEFFERSON INTERCHANGE, Marion County, Oregon.

DATED: April 15, 1982.

G & B MANAGEMENT SERVICES, INC.

Gary Harrison, Secty/Treas.
Administrator, AGC - Operating
Engineers Trust Funds
PO Box 4668
Portland, Oregon 97208

*Subject to revision

9036

CON 5
#9036

DATE: April 9, 1982

TO: Oregon Transportation Commission

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Battle Creek-North Jefferson Interchange Section
Pacific Highway, Contract No. 9036

The federal-aid Interstate project is presently 94 percent complete with completion of the contract work expected during July of this year. It has become apparent that an increase in the project authorization is needed in the amount of approximately $870,000 or 6.5 percent.

The major cause for the increase in project cost is the amount of asphalt escalation. $300,000 was anticipated for this item in the original authorized amount. The actual cost will be approximately $692,035 for an increased project cost of $392,035.

A change made in the typical section to meet the field conditions resulted in an increased cost of $213,943. The possible need for a change in the designed crushed base equivalent was anticipated and $50,000 was provided in the project authorization for this potential work. The chage was necessary and the actual cost was $135,626 for an increase of $85,626.

An earth berm was constructed along a portion of west side of the freeway but was removed after protests were made by adjacent property holders. The cost to remove the berm was approximately $60,000.

During construction, consideration was given to modify a portion of the project to accommodate an adjacent proposed six-lane project. It was later decided not to make the modification but construction changes during the evaluation period cost $11,800. The cost of the engineering for the redesign was $120,300. Some of this redesign work is expected to be useful for possible future work in the area.

It is recommended that the project authorization be increased by $870,000 to a new total of $14,149,551.69. All of the increase is eligible for federal participation.

bc Fred D. Miller
W. E. Schwartz
R. W. Gormsen
V. E. Skoog
C. T. Keasey
D. H. Moehring
C. O. Fredrickson

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: April 8, 1982

FROM: G. B. Jackmond, P.E., P.L.S.
For Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Battle Creek-N. Jefferson Interchange Section
Pacific Highway
Contract No. 9036

This federal-aid Interstate project is presently 94 percent complete with completion of the contract work expected during July of this year. It has become apparent that an increase in the project authorization is needed in the amount of approximately $870,000 or 6.5%.

The major cause for the increase in project cost is the amount of asphalt escalation. $300,000 was anticipated for this item in the original authorized amount. The actual cost will be approximately $692,035 for an increased project cost of $392,035.

A change made in the typical section to meet the field conditions resulted in an increased cost of $213,943. The possible need for a change in the designed crushed base equivalent was anticipated and $50,000 was provided in the project authorization for this potential work. The change was necessary and the actual cost was $135,626 for an increase of $85,626.

An earth berm was constructed along a portion of west side of the freeway but was removed after protests were made by adjacent property holders. The cost to remove the berm was approximately $60,000.

During construction, consideration was given to modify a portion of the project to accomodate an adjacent proposed six-lane project. It was later decided not to make the modification but construction changes during the evaluation period cost $11,800. The cost of the engineering for the redesign was $120,300. Some of this redesign work is expected to be useful for possible future work in the area.

All of the increased cost is eligible for federal participation and sufficient funds are available in this classification of project.

Contains Recycled Materials

A rough draft letter to the Transportation Commission requesting an increase of $870,000 is attached. Also attached is a completed Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: W. E. Schwartz
C. O. Fredrickson
Richard Nelson
Robert Church

703

NOTED
E. S. HUNTER

ROW 18-4

January 25, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: William H. Kappus

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Final Cost, Power Pole Relocation
Portland General Electric Company
Battle Creek-N. Jefferson Interchange Sect.
Pacific Highway
Marion County
Project No. I-5-4(86)245

RECEIVED
TECHNICAL SERVICES
JAN 27 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of a final billing from Portland General Electric Company, dated October 7, 1981, which covers the cost of the second relocation of a power pole to accommodate a change in construction and R/W requirements at the Sunnyside/Turner Interchange.

The estimated cost of the power pole relocation, as approved by your Letter of Approval and/or Authorization (PR-1240) dated October 20, 1981 was $2,564. The final cost of relocation is $2,724.61 resulting in an overrun of $160.61 or 6.26 percent.

Increased labor and transportation costs were responsible for most of the relocation cost overrun. A tabulated cost analysis is attached for your information. The final relocation costs have been audited and found to be correct. It is the State's opinion that the total relocation cost of $2,724.61 is equitable and the 6.26 percent overrun nominal.

Your approval of Federal participation in the total relocation cost of $2,724.61 is requested.

JMC/DES/llr
Attachment
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford
Pete Gonzalez

9036 CL-82-6

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 2
NORMA PAULUS
SECRETARY OF STATE

January 25, 1982

IN REPLY REFER TO
FILE NO

CON 5
#9036

Oregon Laborers Employers Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

RECEIVED
JAN 27 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your Notice of Claim dated January 21, 1982, for fringe benefits due to the employees of Huskey Fence Company, Inc. in an amount unknown.

The claim states this is in reference to the Morse Bros., Inc. Contract No. 9036 for work on the Battle Creek-North Jefferson Interchange Section of the Pacific Highway in Marion County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We note that you have filed this claim directly with the Secretary of State.

Please advise this office when the claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 28
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FWN:dmc

cc: Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

NOTED ON
1-29-82 dmc

bc: ✓ Secretary of State - Please advise us of the filing date and number of this claim on the enclosed copy of this letter. Also the claim is attached for reference.

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: State of Oregon
Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of HUSKEY FENCE CO., INC. working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of (UNKNOWN) NECESSARY RECORDS TO DETERMINE AMOUNT HAVE BEEN REQUESTED, BUT NOT MADE AVAILABLE AS OF THIS DATE, which includes liquidated damages of UNKNOWN against Bond No. UNKNOWN issued on 10/1/79 which MORSE BROS. CONTRACTORS is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION is the owner and SAFECO INSURANCE is the surety for that project known as #9036 I-5 BATTLE CREEK TO NORTH JEFFERSON INTERCHANGE.

DATED: January 21, 1982

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Morse Bros. Contractors
Safeco Insurance Co. (Lake Oswego, OR)
Safeco Insurance Co. (Seattle, WA)
Husky Fence Co.
State of Oregon, Secr. of State

CERTIFIED
P22 6313521
MAIL

RECEIVED
JAN 22 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9036

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY ASSOCIATED ADMINISTRATORS, INC
GARY HARRISON, ADMINISTRATOR

January 21, 1982

CERTIFIED
P 297 215 643
MAIL

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, Oregon 97034

Re: General Contractor: Morse Bros., Inc.
Surety: Safeco Insurance Company of America
Project: #9036 - Battlecreek-N. Jefferson Interchange
Marion County, Oregon
Subcontractor: Husky Fence Company, Inc.

Gentlemen:

Enclosed you will find Notice of Claim on Public Works Bond regarding the above project. Copies of the Claim have been mailed to the Secretary of State and Oregon Department of Transportation, and Morse Bros., Inc.

Copies of the certified payrolls have been requested. Upon receipt of the certified payrolls, we will compute the amount owing to the Trust Funds by Husky Fence Company, Inc. and amend our claim accordingly.

We would appreciate hearing from you regarding this claim.

Very truly yours,

Barbara J. Winchester
Delinquency Coordinator
Enc.
cc to: Delinquency Committee
Secretary of State
✓Oregon Dept. of Transp.
Husky Fence Company, Inc.
Morse Bros., Inc.
Jerome B. Buckley, Jr.

no response nec. (we have already filed claim with S of State)

RECEIVED
JAN 25 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E.
Local 701

Employer Trustees
W. RAY ROGERS Chairman
FRANK HASTIE Vice Chairman
LLOYD BABLER JR
WILLIAM D. ROBERTSON

Union Trustees
DEAN WEAR Secretary
AL BOOTH Vice Secretary
LAMONTE MORGAN
JIM RIDDERBUSCH

AGC
Oregon-Columbia
Chapter

CERTIFIED MAIL - P 297 215 643

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of HUSKY FENCE COMPANY, INC., working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL NO. 701, in the amount of -unknown-* contributions, together with liquidated damages and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued on October 1, 1979, bond no. __________, on which MORSE BROS., INC., is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and SAFECO INSURANCE COMPANY OF AMERICA, is the surety, for that project known as CONTRACT NO. 9036, BATTLECREEK - NORTH JEFFERSON INTERCHANGE, Marion County, Oregon.

DATED: January 21, 1982.

G & B MANAGEMENT SERVICES, INC.

Gary Harrison

Gary Harrison, Secty/Treas.
Administrator, AGC - Operating
Engineers Trust Funds
P. O. Box 4668
Portland, Oregon 97208

* Amount due to be determined by certified payrolls and claim amended at a later date.

RECEIVED
JAN 25 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1979 Battle Cr.-N. Jefferson 9036
Intchg. Sec., Pac. Hwy.
(gr, pav, barr, str, sig & ill) #3

C&A 7031 7-26-79
7-27-79

ROAD DESIGN SECTION

DES 16

December 16, 1981

Richard Nelson
Project Manager

Donald R. Adams
Final Design Engineer

Additional Type "U" Signs
Battle Creek Interch.-N. Jefferson Jct. Sec.
Pacific Highway
Marion County
Contract No. 9036

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout

RECEIVED
DEC 17 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached find three sets of approved shop drawings for the additional Type "U" signs on the above-named project.

One set should be retained by you for field inspection of the signs, one set forwarded to Don Wackerbarth's office for shop inspection purposes, and one set sent to Traffic Safety Supply Company for sign fabrication.

Attachments

WGB:ja

cc C. T. Keasey
C. O. Fredrickson
W. G. Beard

10-36.

[illegible] 11-24-81 Bn

In the Circuit Court of the State of Oregon

for the County of Marion

HERBERT W. GRAEN and
LECTA M. GRAEN,

Plaintiff

vs.

THE STATE OF OREGON, by
and through its DEPARTMENT
OF TRANSPORTATION,

Defendant

No. 130436

SUMMONS

To THE STATE OF OREGON
By and Through Its DEPARTMENT OF TRANSPORTATION
c/o Fred B. Klaboe, Director
135 Transportation Building, Salem, Oregon, 97310 Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ Ervin W. Potter
SIGNATURE OF OREGON RESIDENT ATTORNEY

Ervin W. Potter
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

of Attorneys for Plaintiff
Rhoten, Rhoten & Speerstra
300 Pioneer Trust Building
Salem, Oregon 97301

STATE OF OREGON;
County of Marion } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

/s/ Ervin W. Potter
ATTORNEY(S) FOR PLAINTIFF(S)

Ervin W. Potter

Post office address at which papers in the above entitled action may be served by mail.

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION
c/o Fred B. Klaboe, Director
135 Transportation Building
Salem, Oregon 97310
NAME, POST OFFICE ADDRESS AND TELEPHONE NUMBER

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

No. 130436

Action at Law -- Inverse Condemnation

HERBERT W. GRAEN and
LECTA M. GRAEN,
Plaintiffs,
vs.
THE STATE OF OREGON, by
and through its DEPARTMENT
OF TRANSPORTATION,
Defendant.

STATE OF OREGON } ss.
County of Marion
I hereby certify that this is a true
and correct copy of the original.

COMPLAINT

Plaintiffs allege:

I.

That during all the times hereinafter mentioned, the Department of Transportation was and is a department of the State of Oregon and successor in authority to the Oregon State Highway Commission.

II.

That the defendant has authority and jurisdiction over the Oregon State Highway System. The Pacific Highway, otherwise designated as State Highway No. 1, is a State Highway, and as such is part of the State Highway System. The Battlecreek - Talbott Road section of said highway located within Marion County, Oregon, has been and is being widened and will be improved and maintained as a throughway.

/////

III.

At all times herein mentioned, the plaintiffs have been and are the owners of the right, title and interest in the following described real property by virtue of a land sale contract between Richard L. Feller and Gayle Rae Feller as vendors, and Herbert W. Graen and Lecta M. Graen as vendees. Said contract is dated July 13, 1977, and on July 14, 1977 was recorded as Fee Number 20671, Deed Records for Marion County, Oregon. Said real property is more particularly described as follows:

> Beginning at a point which is the corner common to Sections 1 and 2, Township 9 South, Range 3 West, and Sections 35 and 36, Township 8 South, Range 3 West of the Willamette Meridian, Marion County, Oregon; thence North 1°00' West 570 feet; thence North 81°04' West 702 feet to the Northeast corner of that certain tract of land conveyed to Donald E. Shultz, et ux, by deed recorded in Reel 45, Page 1737, Deed Records for Marion County, Oregon; thence South 12°40' West 297 feet to the Southeast corner of said tract of land; thence North 77°58' West 244 feet to the Northeast corner of that certain tract of land conveyed to Martha C. Knotts and Anna Knotts by deed recorded in Volume 774, Page 811, Deed Records for Marion County, Oregon; thence South 18°42' West 144 feet to the Southeast corner of said Tract of Land; thence South 73°54' East 1096 feet to the place of beginning.
>
> Together with an easement for ingress and egress described as follows, to-wit: Beginning at a point on the Easterly right-of-way line of Pacific Highway which is North 73°54' West 1096 feet and North 18°46' East 143 feet and North 66°59' West 171 feet and Northeasterly along said Highway a distance of 15.0 feet from the corner common to Sections 1 and 2 in Township 9 South, Range 3 West, Willamette Meridian, Marion County, Oregon, and Sections 35 and 36 in Township 8 South, Range 3 West, Willamette Meridian, Marion County, Oregon; thence South 66°59' East 171 feet; thence South 78°39' East a distance of 40 feet; said easement shall be 30.0 feet in width and 15.0 feet on each side of the

above described line.

SUBJECT TO:

1. Limited access in deed to the State of Oregon, by and through its State Highway Commission, recorded November 13, 1954, in Volume 469, Page 302, Deed Records for Marion County, Oregon, which provides that no right or easement of right of access to, from or across the state highway shall attach to the abutting property, other than expressly therein provided for.

2. Easement, including the terms and provisions thereof, conveyed to Portland General Electric Company, a corporation, by instrument recorded October 17, 1955 in Volume 480, Page 605, Deed Records for Marion County, Oregon.

IV.

Prior to the widening of said highway by the defendant. Plaintiffs' said real property had access to the Pacific Highway and in reliance thereon, the plaintiffs have established a tree farm operation on said real property.

The described easement was the only access to the plaintiffs' said property.

V.

In the widening of the Pacific Highway, the defendant raised the established grade of the frontage access road by which the plaintiffs had access to the Pacific Highway, and cut off a portion of the plaintiffs' easement to the said access road, and so constructed the access road running northerly and southerly across the plaintiffs' said easement, and obstructed said easement as to impair and destroy the easement to the plaintiffs' said property, and plaintiffs have been deprived of ingress and egress to and from their premises and the said real property has been greatly injured and damaged thereby.

VI.

No payment whatever has been made or offered to the plaintiffs for said damages to said property, or for the taking of the said easement, or for the change of grade of the access road injuring and damaging the plaintiffs' said real property. No consent was sought or given for the taking of the plaintiffs' said property and the damage to the plaintiffs' said property, and no condemnation proceedings have been commenced with respect to the taking of the plaintiffs' said property and the said damage.

VII.

The defendant had notice of the damages to the plaintiffs' property.

VIII.

Plaintiffs' said real property has been permanently damaged by the taking of the said easement and the change of grade, and the defendant should pay just and reasonable compensation for said taking and for the damage and injury to the plaintiffs' said real property abutting upon the public road affected by the grade change.

IX.

The sum of $ 3,000.00 is a reasonable sum to be awarded the plaintiffs on account of their attorneys' fees in this suit incurred.

WHEREFORE, plaintiffs pray that an accessment be made by a jury impaneled in this action to determine the compensation to be paid for the taking of the portion of the plaintiffs' easement and for the damage and injury to the plaintiffs' real property resulting from the grade change of the frontage road herein described, together with plaintiffs' costs, disbursements and expenses incurred herein, including reasonable attorneys' fees as provided by law.

RHOTEN, RHOTEN & SPEERSTRA

By: S/Ervin W. Potter
Ervin W. Potter
of Attorneys for Plaintiffs

9056 24-1039 I-5

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Stoudenmyer
DESIGN ENGINEER SUPERVISOR

DATE: November 20, 1981

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Striping Plan
Battle Creek Intche
Pacific Interstate Highway

Our Region Striping crew striped the subject interchange some time ago with two minor changes from your recent striping plan:

1. Our broken stripes are 10' in length with a 30' gap between stripes.
2. On Commercial Street at Battle Creek just north of your legend "4-inch stripe" a left turn refuge which necessitates a double yellow southerly to the limits of what you showed as a single solid yellow stripe adjacent to a broken yellow stripe.

GW/rgb
cc: Dick Nelson

11-23-81
Striping plan revised
as per letter
DNF

1 Versteeg
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 20 1981
ROAD DESIGN SECTION

DNF
Do Not File
Return To
Bring Up
Action

9036

L,

DAVE FROHNMAYER
ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
HIGHWAY LEGAL
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

October 23, 1981

Mr. Sam J. Sarich
10646 Sunnyside Road SE
Jefferson, OR 97352

NOTED
H.S. COULTER

Re: R-24313 Sound Berm Problem

Dear Mr. Sarich:

Since you wrote October 9, 1981, the Highway Division has completed all sound berm and drainage work affecting your property.

Because of the heavy rains received in late September and early October, the Highway Division was unable to complete the desired drainage work until mid-October. Some dressing of the sound berm area is all the work remaining concerning this problem.

Sincerely,

Jack L. Sollis
Assistant Attorney General
and Counsel

JLS:mk

cc: Victor Atiyeh, Governor
Glen Green, Deputy Regional Administrator

BC: H. S. Coulter
C. O. Frederickson
Dick Nelson

RECEIVED
STATE HWY ENGR
OCT 26 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

SAM SARICH

10646 Sunnyside Road S.E.
Jefferson, Oregon 97352

RECEIVED
OCT 1[illegible] 1981
LEGAL

NOTED
JACK L. SOLLIS

October 9, 1981

Jack L. Sollis
Department of Justice
Transportation Building
Salem, Oregon 97310

RE: R-24313-Sound Berm Problem

Dear Mr. Sollis:

If you recall I signed a release that entailed the State to remove the sound berm abutting my property. Since then, the majority of the berm has been removed. However, with respect to the original natural ditch the present grade is at some places two feet higher than my property. As a result, this will hamper the drainage of my property. If you review the release agreement you will note the berm was to be removed so it would not impede the drainage. Therefore you are in breach of this agreement.

I have repeatedly contacted the Highway Division to correct this matter. Specifically, on September 21, 1981 I contacted Mr. Nelson, personally, and informed him of this error. He then assured me it would be fully taken cared of by October 5, 1981. To date this error still exists.

This two year old episode has been aggravating, costly, and discriminating against the small business man. I am therefore requesting from you, Mr. Sollis, the date at which this malicious error will be corrected. If your department fails to respond legal action will proceed immediately.

Sincerely,

Sam J. Sarich

SJS/gk

cc: Victor Atiyeh, Governor
Mr. Green, Deputy Regional Administrator
Dick Nelson, Resident Engineer

[illegible] 10-13
10-23

RECEIVED
STATE HWY ENGR
OCT 13'81
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

9036

cc: M Briles

TRA 7-5

~~Glen~~
~~[illegible]~~
File

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

I-5

TO: C. O. Fredrickson
Region II Engineer

DATE: October 21, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
North Jefferson Interchange
Pacific Highway
Marion County

Anderson
Adan
Sullivan
Terpin

RECEIVED
OCT 2 1982
ROAD DESIGN
SECTION

Return To
Action

It has been brought to our attention that 25th Drive S.E. at the subject interchange has been renamed Sunnyside Road since the Battle Creek - N. Jefferson Interchange Section contract plans were prepared.

To prevent a costly price agreement the "25th Drive S.E." designation should be kept in place during the contract.

Would you please have the designation changed on contract signs No. 67 and 70 when appropriate.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

NOTED
L. E. GEORGE

ELS/dcb

Attachment

cc: R. A. Kuehn ✓ w/attach.
R. E. Nelson "
Don Stoudenmeyer "

NOTED
ELMER SCOFIELD

S00593A
10/82

Completed 10/11/82
D.K.A.

RECEIVED
OCT 23 1981
District 3

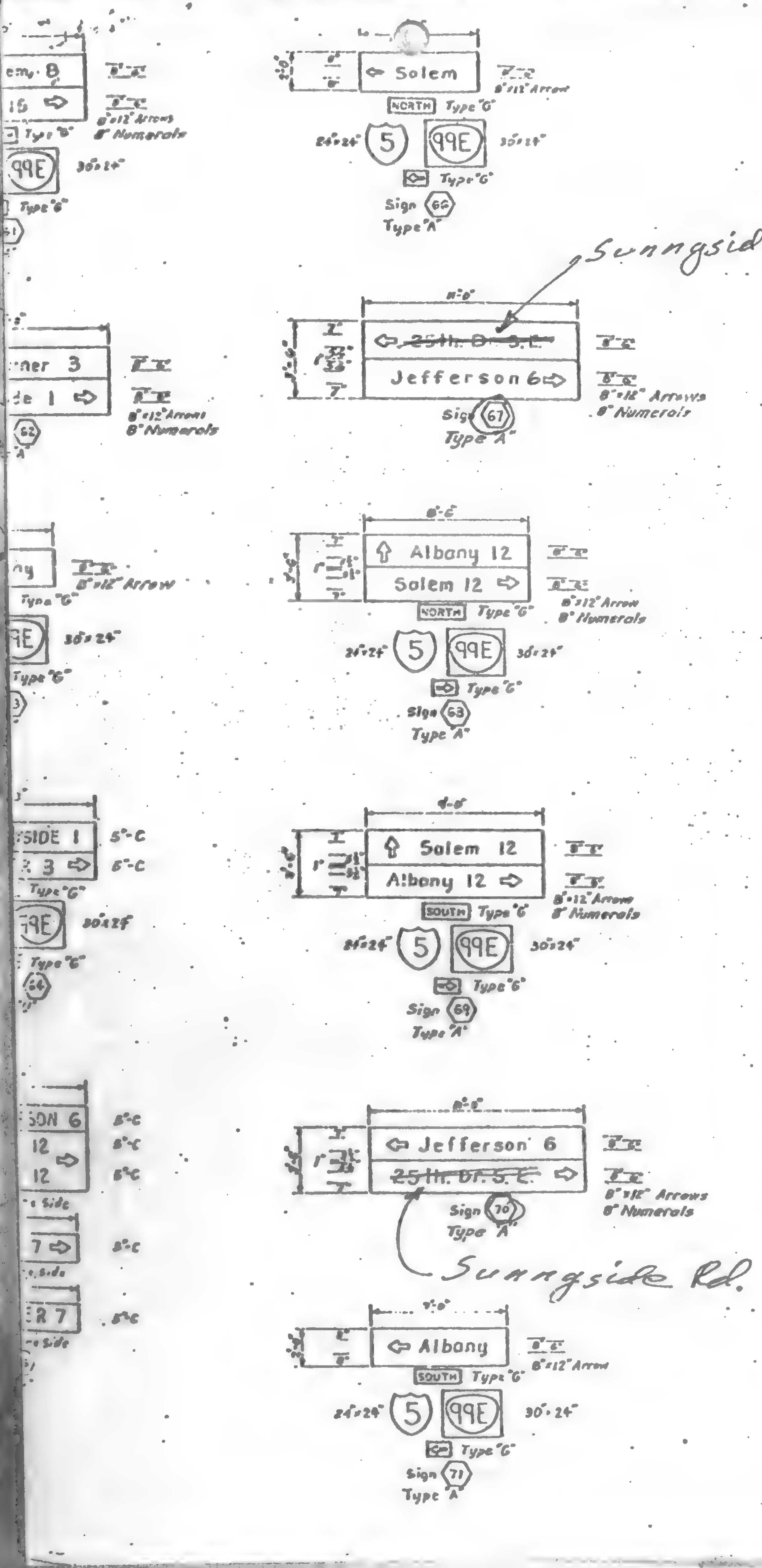
NOTED
GLEN L. CLARK

RECEIVED
OCT 26 1982
TRAFFIC ENGINEERING

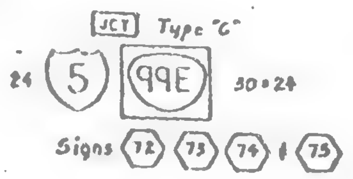
NOTED
DWAYNE HOFSTETTER

cc: Region Office
LE George

Contains Recycled Materials



emy. 8
15 ⇨
Type "G"
99E 30"x24"
Type "G"
Salem
8"x12" Arrow
NORTH Type "G"
24"x24" 5 99E 30"x24"
Type "G"
Sign 66
Type "A"
Sunnyside Rd.
11'-0"
~~25th. D. S.E.~~
Jefferson 6 ⇨
8"x12" Arrows
8" Numerals
Sign 67
Type "A"
ner 3
de 1 ⇨
8"x12" Arrow
8" Numerals
Albany 12
Salem 12 ⇨
8"x12" Arrow
8" Numerals
NORTH Type "G"
24"x24" 5 99E 30"x24"
Type "G"
Sign 68
Type "A"
SIDE 1
3 ⇨
5"-C
Salem 12
Albany 12 ⇨
8"x12" Arrow
8" Numerals
SOUTH Type "G"
24"x24" 5 99E 30"x24"
Type "G"
Sign 69
Type "A"
SON 6
12 ⇨
12
5"-C
Jefferson 6
~~25th. Dr. S.E.~~ ⇨
8"x12" Arrows
8" Numerals
Sign 70
Type "A"
Sunnyside Rd.
7 ⇨
ER 7
Albany
8"x12" Arrow
SOUTH Type "G"
24"x24" 5 99E 30"x24"
Type "G"
Sign 71
Type "A"



JCT Type "G"
24 5 99E 30x24
Signs 72 73 74 & 75

POS

STATION	SIGN NO. 4/	TYPE OF SUPPORT 1/	POST	
			SIZE & TYPE	LENGTH 2
"SB"532+10 Rt.	4L	B.S.P.	W8 17	18'-0"
	4R	B.S.P.	W8 17	23'-0"
"SB"532+10 Rt.	5			
"SB"532+10 Rt.	6			
"SB"273+00	13	C.		
"SB"273+00	14			
"J"279+50 Lt.	17C	S.P.S.B.	TS6x6x3/16	8'-6"
Gore	19C	S.P.B.	TS5x3x3/16	13'-6"
"SB"286+75	21	C.		
"SB"286+75	22			
"NB"290+00	24	C.		
"NB"290+00	25			
Gore	26C	S.P.B.	TS5x3x3/16	13'-6"
"NB"298+00 Lt.	27L	B.S.P.	W6 8.5	13'-6"
	27R	B.S.P.	W6 8.5	15'-0"
Gore	28C	S.P.B.	TS5x3x3/16	13'-6"
"NB"307+50	30	SB		
"NB"307+50	31			
"NB"307+50	32	SB		
"NB"307+50	33			
"NB"370+60	37	C.		
"SB"336+50 Rt.	39	S.P.S.B.	TS3x3x3/16	10'-0"
"NB"339+15 Lt.	40L	B.S.P.	W6 8.5	14'-0"
	40R	B.S.P.	W6 8.5	17'-6"
375+50 5/	13 & 44	S.M.		
"NB"376+00 Lt.	45L	B.S.P.	W6 12	14'-6"
	45R	B.S.P.	W6 12	17'-6"
"NB"376+00 Lt.	46			
"NB"376+00 Lt.	47			
"SB"438+50 Rt.	50			
"SB"491+10 Rt.	52L	B.S.P.	W6 8.5	14'-6"
	52R	B.S.P.	W6 12	17'-6"
"SB"491+10 Rt.	53			
"NB"516+00 Lt.	54			
"NB"539+00 Lt.	56			
"CR"12+15 Rt.	58C	S.P.S.B.	TS3 1/2x3 1/2x3/16	10'-6"
"CR"12+05 Lt.	59C	S.P.S.B.	TS5x5x3/16	12'-9"
"CR"11+35 Lt.	60C	S.P.S.B.	TS5x5x3/16	11'-9"
"CR"8+30 Rt.	61C	S.P.S.B.	TS8x3x3/16	13'-9"
"CR"7+56 Rt.	62C	S.P.S.B.	TS3 1/2x3 1/2x3/16	8'-3"
"CR"7+42 Lt.	63C	S.P.S.B.	TS4x4x3/16	13'-0"
"J"510+06 Rt.	66C	S.P.S.B.	TS5x3x3/16	16'-9"
"J"509+50 Lt.	67C	S.P.S.B.	TS5x5x3/16	12'-9"
"J"508+70 Lt.	68C	S.P.S.B.	TS5x5x3/16	13'-9"
"J"504+20 Rt.	69C	S.P.S.B.	TS6x5x3/16	13'-9"
"J"503+42 Rt.	70C	S.P.S.B.	TS5x5x3/16	11'-9"
"J"503+07 Lt.	71C	S.P.S.B.	TS3 1/2x3 1/2x3/16	15'-0"

1/ B.S.P. = Breakaway Sign Post, S.P.S.B. = Single Post Slip Base, S.P.B. = Single Post Breakaway, C. = Cantilever, S.B. = Sign Bridge and S.M. = Structure Mount
2/ Verify length in field
3/ Distance from edge of pavement, face of guardrail or concrete barrier to centerline of footing
4/ L, C and R are locations of post as facing the sign face
5/ See Drawing No. 29404
6/ See Drawing No. 31104
7/ See Drawing No. 30941

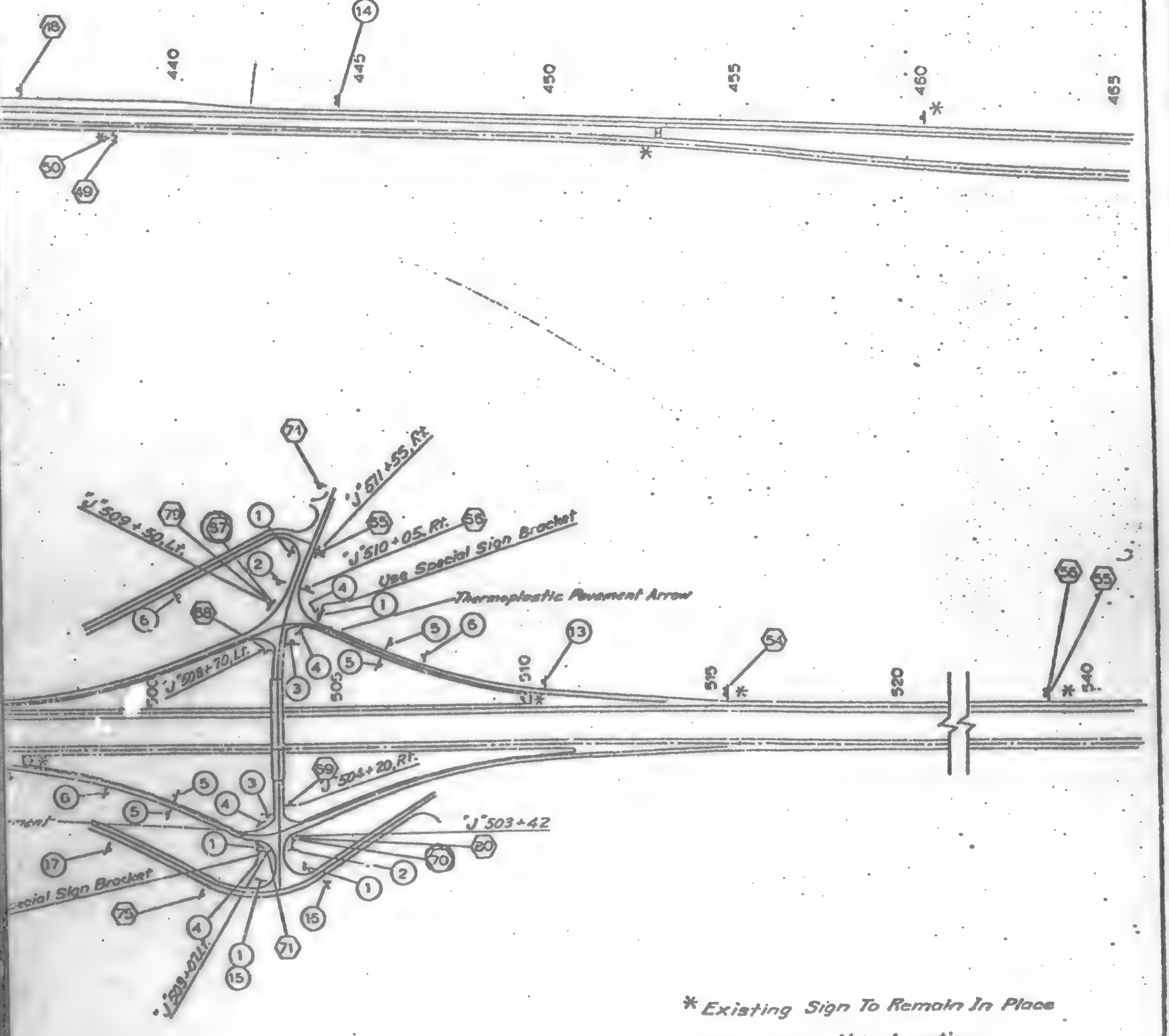
S00593A
10/82

14V-360

B. E CREEK~N. JEFFERSON INTCHGE. SEC. PACIFIC HIGHWAY MARION COUNTY				SHEET No. 2U-3
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-5-1(86)245		See Index

PERMANENT SIGNING

SIGN PLANS


18
14
440
445
450
455
460
465
50
49
74
"J" 511+55, Rt.
"J" 509+50, Lt.
73
57
1
55
56
"J" 510+05, Rt.
Use Special Sign Bracket
2
4
1
Thermoplastic Pavement Arrow
6
68
5
6
13
"J" 508+70, Lt.
4
5
500
505
510
3
515
520
540
54
56
55
69
"J" 504+20, Rt.
6
5
3
4
5
"J" 503+42
20
70
1
2
17
Special Sign Bracket
1
75
15
4
71
1
15
"J" 503+07 Lt.

NORTH JEFFERSON INTERCHANGE

*Existing Sign To Remain In Place

469+00 Lt. = New Location
540+00 Lt. = Existing Location

#9036 10-20-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(86)245
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 90265
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/13/81
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1
10. GENERAL LOCATION: Battle Creek - North Jefferson Interchange
11. GENERAL DESCRIPTION OF WORK Utility Adjustment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 10/2/81 this will confirm the advance approval date of 8/13/81 to proceed with the actual adjustment of Portland General Electric Company's power pole. Reimbursement on an actual cost basis estimated to be $2,564 Federal Funds $2,364 is approved.

I approved the agreement with Portland General Electric Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Manual.

Eng 1033

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO Moehring
FOR
Info Inves R/D D.R Sgn Act

14. DATE 10/20/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

#9036 10-17-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(63)218

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn & Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. I-501C

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/19/81

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Battle Creek Junction - Halsey Interchange

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/30/81 I approve the revised Preliminary Engineering Costs to a TEC of $918,700 Federal Funds $847,424.

(Increase TEC $46,500 Federal Funds $42,900)

RECEIVED
STATE HWY ENGR
OCT 23'81
REFER TO Moehring
FOR
Info Inves R/D D.G. Sign

orig 10-23

14. DATE 10/19/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 18-4

September 17, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operations Programming Engineer

SUBJECT: Second Relocation of Power Pole
Portland General Electric Co.
Battle Creek-N. Jefferson Intchge. Section
Pacific Highway
Marion County
Project No. I-5-4(86)245

Here is a copy of an estimate of cost for the second relocation of a Portland General Electric Company (PGE) pole received 8/26/81, and a sketch showing their proposed relocation. The second relocation was required to accommodate the construction of the Sunnyside Park & Ride Station which was added to the project after the completion of PGE's first relocation.

The conflict was not originally anticipated, PGE was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the actual cost agreement, as evidenced above and confirmation of your advanced authorization to proceed with the work as of August 13, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,564.

RECEIVED
TECHNICAL SERVICES
SEP 17 '81
REFER TO
FOR

Info	Invest	R/O	D/R	Mgm	Act	File

DES/JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

#7036

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-4(86)245

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90265

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/5/81

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Battle Creek - North Jefferson Interchange

11. GENERAL DESCRIPTION OF WORK
Trenching for power line

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

This will confirm the advance authorization date of 2/5/81, as requested in Mr. Keasey's letter of 2/12/81 as being in the public interest for the use of Utility Forces to proceed with the above work. State Force Order No. 2 representing work performed by PGE is approved for TEC NTE $550 Federal Funds $507.

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO Moehring
FOR

orig to:
3-20-81

14. DATE 3/12/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Form FHWA 121 (1/80)
#9036
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-4(86)245
Battle Creek-N. Jefferson Intchg. Sec.
Final Noise Study Report

Date: March 9, 1981

From: Acting Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's November 14, 1980 submission containing the "Final Noise Study Report" prepared to document changes made to the noise mitigation proposal subsequent to contracting the subject project has been reviewed. The noise mitigation releases from the adjoining property owners, including Mr. and Mrs. S. Sarich's February 23, 1981 release, have also been reviewed.

As this information addresses and fulfills our October 2, 1980 request on the subject matter, we

(1) approve the removal of the noise berm constructed on the westerly side of the project between Station 469 and Station 487;

(2) concur that the cost of removal of the subject noise berm is eligible for Federal interstate fund participation through an appropriate modification of the existing contract; and

(3) approve an exception to the achievement of Federal design noise levels at the three residences located on the westerly side of the project between Station 469 and Station 487.

EJ Valach
E. J. Valach

cc:
OSHD (D E Swan, Proj Mgmt)
OSHD (G A Potter, Env)
OSHD (C O Fredrickson, Reg 2)

RECEIVED
STATE HWY ENGR
MAR 10 '81
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/A	Sign	Act	[illegible]
					X	

#76.3 L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 3, 1981 PRO 6-2

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Final Noise Study Report
Project No. I-5-4(86)245
Battle Creek - N. Jefferson Intchge. Sec.
Marion County

Attached is a copy of a new release executed by Mr. Sarich concerning removal of the noise berm referred to in my letter of November 14, 1980 and December 11, 1980.

This release should allow you to respond to the requests set forth in my letter of November 14, 1980.

JLG:bkc
Attachment

cc: C.O. Fredrickson (Region 2)
Gary Potter
[redacted]

Form 734-3122

TRA 7-3

STATE OF OREGON

INTEROFFICE MEMO

1-5

TO: D. N. Stoudenmeyer
Design Engineer Supervisor

DATE: February 24, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Revision
Battle Creek-North Jefferson
Int. Sec.
Pacific Highway
Contract No. 9036

Please have Sign No. 37 on the above-named project revised so that route shields are used to designate the routes. The first Salem exit should read JCT. with a 30" x 24" 99E Oregon route shield. The second Salem exits should read JCT. with a 24" x 24" - 22 Oregon route shield.

These revisions are being made so that the signs will be similar to those on this route in the area south of Portland.

By a copy of this letter, I am requesting Rick Kuehn to make similar revisions to the southbound "SALEM EXITS" sign that is located on the Chemawa Road structure.

L. E. George

L. E. George
Traffic Engineer

ELS:er

Attachments

cc: C. O. Fredrickson
R. A. Kuehn
R. E. Nelson

REFERRED TO
Beard WGP
Cole
Eriksen
Hager
Stoudenmeyer
Mann
Watson
Dorn
Lau
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen Do
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 25 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

[illegible] made
2-[illegible]

Contains Recycled Materials
81-125-1387

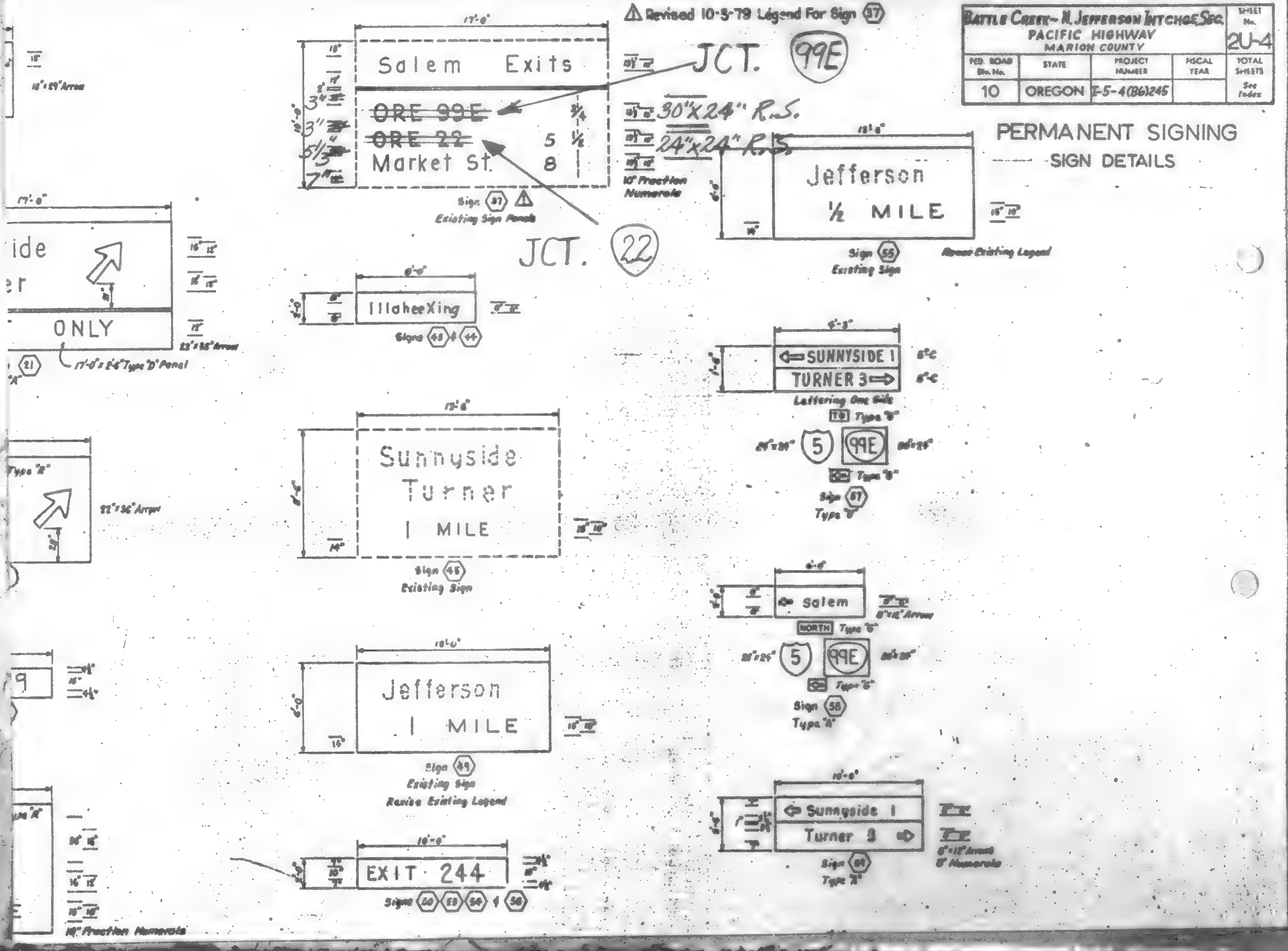
14V-360

BATTLE CREEK – N. JEFFERSON INTCHGE. SEC. PACIFIC HIGHWAY MARION COUNTY				SHEET No. 2U-4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-5-4(86)245		See Index

PERMANENT SIGNING

SIGN DETAILS

⚠ Revised 10-3-79 Legend For Sign (37)



Salem Exits
~~ORE 99E~~ 3/4
~~ORE 22~~ 5 1/2
Market St. 8
JCT. (99E)
30"x24" R.S.
24"x24" R.S.
JCT. (22)
10" Fraction Numerals
Sign (37) ⚠
Existing Sign Panels
Jefferson
1/2 MILE
Sign (55)
Existing Sign
Reuse Existing Legend
ide
er
ONLY
(21)
17'-0" x 2'-6" Type "D" Panel
Illahee Xing
Signs (43) & (44)
⇐ SUNNYSIDE 1
TURNER 3 ⇒
Lettering One Side
Type "B"
5
99E
Sign (57)
Type "B"
Type "A"
Sunnyside
Turner
1 MILE
Sign (45)
Existing Sign
⇐ Salem
NORTH Type "C"
5
99E
Sign (58)
Type "A"
Jefferson
1 MILE
Sign (49)
Existing Sign
Revise Existing Legend
⇐ Sunnyside 1
Turner 3 ⇒
Sign (60)
Type "A"
EXIT 244
Signs (20) (53) (54) & (56)
10" Fraction Numerals

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO 1-5

TRA 7-5

TO: D. N. Stoudenmeyer
Design Engineer Supervisor

DATE: February 6, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Battle Creek-North Jefferson Junction Interchange Section
Pacific Highway
Marion County
Contract No. 9036

As the result of a May 11, 1979 letter from David R. Weaver, this office intended to revise the destinations on Sign No. 37 of the above project's permanent sign plans.

The three destinations on the plans now read "SALEM", "N. SANTIAM" and "MARKET ST." These should be revised to read "ORE99E", "ORE22" and "MARKET ST."

Please revise the contract sign plans to the above legends.

L E George

L. E. George
Traffic Engineer

ELS:ds
Attachment

cc: C. O. Fredrickson
R. A. Kuehn
R. E. Nelson

REFERRED TO
Beard 2/6/81
Stoudenmeyer
Cole
Mann
Eriksen
Watson
Hager
Dorn
Lau
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 10 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Plans were already revised 10-3-79

Copy to Traffic 2-11-81

Contains Recycled Materials
81-125-1387

SP*75683-125

File No.
Rd. No. 1 M.P. [illegible]
City of [illegible]
Streets
Rural Urban

Highway - Traffic 378-6537

C. O. Fredrickson
Region 2 Engineer

May 16, 1979

L. E. George
Traffic Engineer

Signing
Hayesville Interchange (Exit 258)
Pacific Highway
Marion County

In Dave Weaver's letter of May 11, 1979, he commented on a proposed "SALEM EXITS" sign for the Battle Creek Interchange south of Salem. His recommendations were to use the legend "ORE99E" and "ORE22" instead of "SALEM" and "NORTH SANTIAM" on the interchange sequence sign. His recommendation is very good and the sign plans for that project will be revised accordingly.

The southbound advance signing for the Hayesville Interchange has a similar sign that is located at M.P. 260.20 on the Chemawa Road structure. That sign carries the three exits as "SALEM", "MARKET STREET" and "NORTH SANTIAM". The legend "SALEM" is redundant and "NORTH SANTIAM" is not proper since that legend was removed as a prime destination at the North Santiam Interchange and replaced with "DETROIT LAKE RECREATION AREA".

It is recommended of this office, that the legends of "SALEM" and "NORTH SANTIAM" on the sign at M.P. 260.20 southbound direction be replaced by "ORE99E" and "ORE22".

Attached is a print that shows Dave WEaver's comments and the proposed sign revision.

NOTED
[illegible] SCOFIELD

[illegible]

L. E. George
Traffic Engineer

ELS:cs
Attachments
cc: Dave Weaver
Rick Kuehn

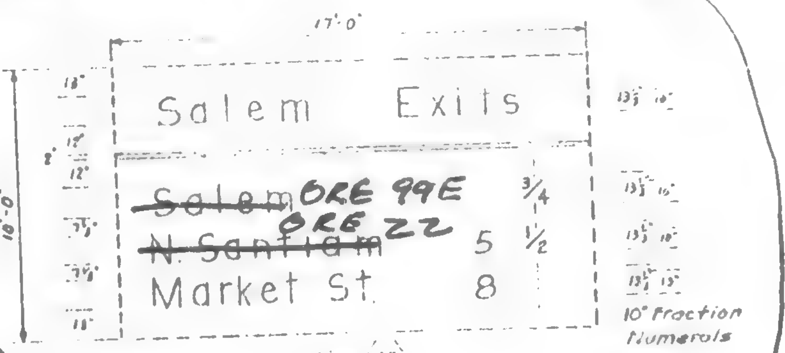
At the North Jefferson and Sunnyside-Turner Interchanges, all of the non-freeway roads have names and the road name signs should be included somewhere within the signing installation. Other major comments concern the "Salem Exit" sign at Sta. 330+60. Calling the first exit "Salem" is redundant and confusing. The top line has already said that all three exits are to Salem. The first exit should be called "Commercial St." or Ore 99E". Since these are Salem exits, the designation should be pertinent to Salem. "North Santiam" is not. This exit could be called "Mission St." or Ore Hwy 22". There has been recent discussion on changing this to "Detroit Lake Recreation Area". If it is felt that the words used on this sign should also be on the signing at the interchanges, then "Ore Hwy 99E" and "Ore Hwy 22" should be the legends used.

DRW/rgl
cc: R. A. Kuehn
R. E. Nelson

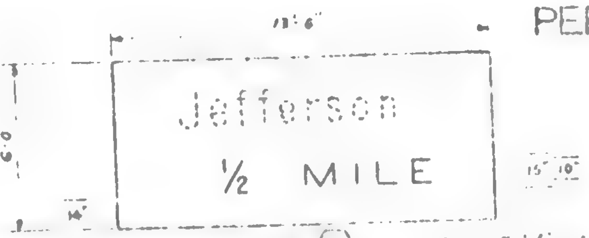
BATTLE CREEK–N.
PACIFI
MAR

FED. ROAD DIV. No.	STATE
10	OREGO

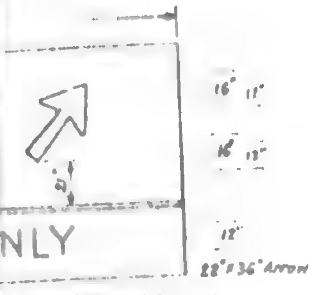
PERMA
SIG


17'-0"
10'-0"
18"
12"
Salem Exits
~~Salem~~ ORE 99E 3/4
~~N. Santiam~~ ORE 22 5 1/2
Market St. 8
13½" 10"
10" Fraction Numerals

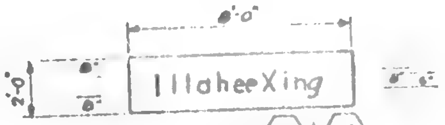
Sign (47)
Existing Sign Panels


13'-6"
6'-0"
Jefferson
½ MILE
14"
15" 10"

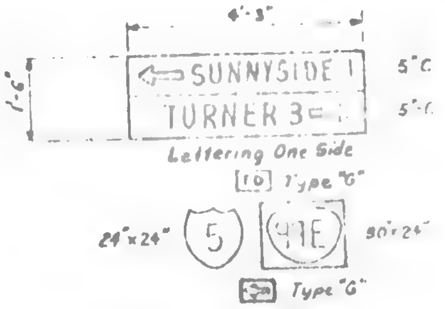
Sign (55)
Existing Sign
Reuse Existing Legend


16" 11"
NLY
22"x36" Arrow

17'-0"x2'-6" Type "D" Panel

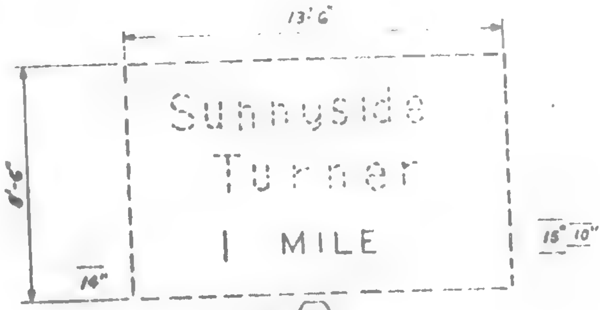

8'-0"
2'-0"
8"
Illahee Xing
6" 6"

Signs (43) & (44)

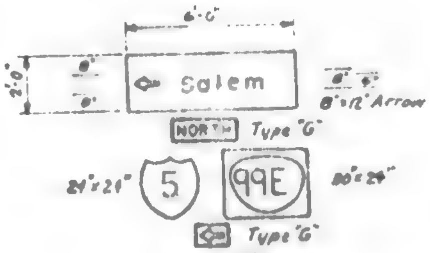

4'-3"
1'-6"
SUNNYSIDE 1
TURNER 3
5" C
Lettering One Side
10 Type "G"
24"x24"
5
99E
30"x24"
Type "G"

Sign (57)
Type "U"

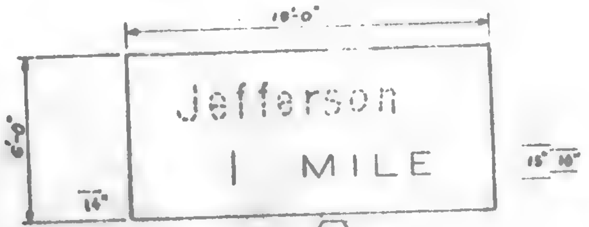
22"x36" Arrow


13'-6"
8'-6"
Sunnyside
Turner
1 MILE
14"
15" 10"

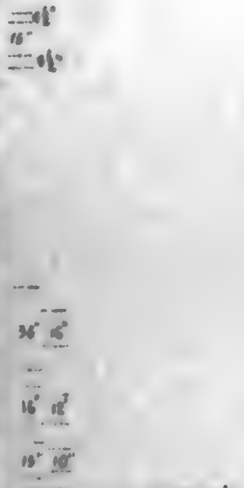
Sign (45)
Existing Sign


6'-0"
2'-0"
8"
Salem
8"x12" Arrow
NORTH Type "G"
24"x24"
5
99E
30"x24"
Type "G"

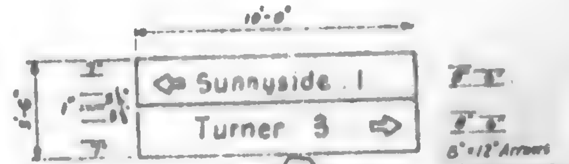
Sign (58)
Type "A"


10'-0"
6'-0"
Jefferson
1 MILE
14"
15" 10"

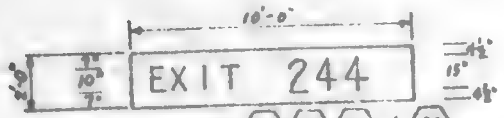
Sign (49)
Existing Sign
Reuse Existing Legend


16"
36" 16"
16" 12"
15" 10"

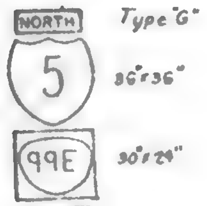
10" Fraction Numerals


10'-0"
Sunnyside 1
Turner 3
8"x12" Arrows
8" Numerals

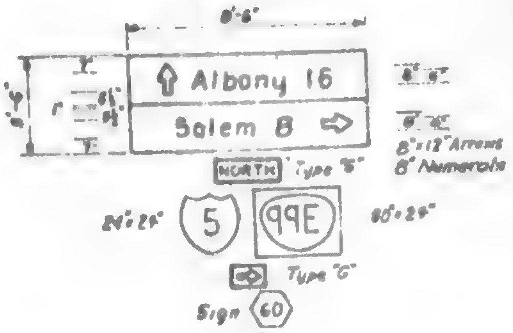
Sign (59)
Type "A"


10'-0"
10"
EXIT 244
15"

Signs (50) (53) (54) & (56)


NORTH
Type "G"
5
36"x36"
99E
30"x24"

Sign (51)


8'-6"
Albany 16
Salem 8
8"x12" Arrows
8" Numerals
NORTH Type "G"
24"x24"
5
99E
30"x24"
Type "G"

Sign (60)
Type "A"

1-31 55.34

VICTOR ATIYEH
[redacted]

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 30 1981
NORMA PAULUS
SECRETARY OF STATE

January 28, 1981

IN REFLY REFER TO
FILE NO.:
CON 5
9036

RECEIVED
JAN 30 1981
NORMA PAULUS
SECRETARY OF STATE

U. S. Steel Corporation
Cyclone Fence Department
120 Montgomery Street
San Francisco, CA 94106

Attention: H. A. Elston
District Credit Manager

Gentlemen:

This will acknowledge receipt of your two letters dated January 20, 1981, with attached invoices totaling $114,363 for materials supplied for fence construction to Husky Fence Co., Inc., on Contract No. 9036.

The claim states this is in reference to the Morse Bros., Inc., Contract No. 9036 for work on the Battle Creek-North Jefferson Interchange Section of the Pacific Highway in Marion County.

The Safeco Insurance Co. of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been satisfied.

Sincerely,

RW Gormsen
Robert W. Gormsen
COMMISSION SERVICES

FKN:bak

cc: Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

Safeco Insurance Co. of America
1500 SW 1st Avenue
Portland, OR 97201

bc: Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
FEB 3 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TED 0
2-5-81 - dmc

United States Steel Corporation

R. LYNN HAMILTON
REGIONAL TREASURY MANAGER

HARRY A. ELSTON
DISTRICT CREDIT MANAGER

120 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94106

January 20, 1981

RECEIVED
STATE HWY ENGR
JAN 21 '81
REFER TO
FOR
Info Inves Act File

REGISTERED MAIL - RETURN RECEIPT REQUESTED

State of Oregon
Highway Division
Salem, OR 97302

Gentlemen:

RE: Notice of Claim
Contract OSHD No. '9036
Bond No. 2972857

Notice is hereby given that the undersigned U.S. Steel Corporation, Cyclone Fence Department, has a claim for materials supplied for fence construction by U.S. Steel Corporation, Cyclone Fence Department, in the sum of One Hundred Fourteen Thousand Three Hundred Sixty-Three and No/100 Dollars ($114,363.00), against the bond taken from Morse Bros., Inc., as principal, and Safeco Insurance Co., as surety or sureties, for the work of Battle Creek-N. Jefferson Interchange.

UNITED STATES STEEL CORPORATION
Cyclone Fence Department

H. A. Elston, District Credit Manager

/yip
cc-Safeco Insurance Co., 1500 S.W.-1st Ave., Portland, OR 97201
-Morse Bros., Inc., P.O. Box 7, Lebanon, OR 97355
-Roland King, P.O. Box 157, Lebanon, OR 97355
-Howard Ingram, Husky Fence Co., 290 Quarry Rd., Roseburg, OR 97470

RECEIVED
JAN 28 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U. S. Steel Supply
Division of United States Steel Corporation

6

REMIT TO:
U.S. STEEL SUPPLY DIVISION
BX 62108 SN FRANCISCO CA 94163

CUSTOMER ORDER NO.	D-U-N-S NO. OR VENDOR CODE	INVOICE NO.
CLONE FENCE CONTRACT	00-495-4699	637 24615

HUSKY FENCE CO INC
*290 QUARRY
*ROSEBURG ORE 97470

SHIP TO
ZMORSE BROS INC,OSHD,BATTLE
CREEK-N.JEFFERSON INTERCHANGE
811-9-00681 1160
SO OF SALEM,MARION, OREGON

DATE 04 14 80
PAGE

TITY	DESCRIPTION	WEIGHT	BILLING UNITS	PRICE	AMOUNT
	CYCLONE FENCE PER AGREEMENT TYPE II GALV C POSTS - *			NET M H33	
	31650' CHAIN LINK FABRICSHIP		1	LUMP SUM	40,825.00
			1	INVOICE TOTAL	40,825.00

TERMS	FRT.	TAX	ROUTING	TAX EXEMPTION CERTIFICATE NO.
* 30 NET	* INC	010	POR MFT	11-50SAN

CK	TERMS	CUSTOMER NUMBER	SC	C4-F	CD	PRD	GEOG.	C1-C	C2-D	C3-E	CONTRACT NO.	SHIP DATE
0	057	0130450-013-3	11		078	SAN	9103	-	-		90681936	04 11 80

47/77

RECEIVED
JAN 3 0 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U. S. Steel Supply
Division of United States Steel Corporation

6

CYC

CUSTOMER ORDER NO	D-U-N-S NO OR VENDOR CODE	REMIT TO: U.S. STEEL SUPPLY DIVISION	INVOICE NO.
YCLONE FENCE CONTRACT	00-495-4699	BX 62108 SN FRANCISCO CA 94162	922 63110

HUSKY FENCE CO INC
*290 QUARRY

*ROSEBURG, OR 97470

SHIP TO
*MORSE BROS INC,OSHD,BATTLE
CREEK-N JEFFERSON INTERCHANGE
811-9-00681 1160
SO OF SALEM, MARION, OREGON

DATE 06 30 80
PAGE

ANTITY	DESCRIPTION	WEIGHT	BILLING UNITS	PRICE	AMOUNT
	CYCLONE FENCE			NET	
	PER AGREEMENT				
	TYPE II GALV C POSTS				
	- x			M	
	ORIGINAL CONTRACT		1	LUMP SUM	57,182.00
	ORIGINAL CONTRACT		1	LUMP SUM	57,181.00
	LESS BILLING #1		1CR	LUMP SUM	40,825.00CR
			1	INVOICE TOTAL	73,538.00

U. S. STEEL - MADE BY AMERICANS FOR AMERICANS

TERMS	FRT.	TAX	ROUTING	TAX EXEMPTION CERTIFICATE NO.	
0 * 30 NET	* INC	010	POR MFT		30-50FPC

OCK	TERMS	CUSTOMER NUMBER	SC	C4-F	CD	PRD	GEOG	C1-C	C2-D	C3-E	CONTRACT NO.	SHIP DATE
80	057	0130450-013-3	11		078	SAN	9103		-	-	90681950	06 30 80

59 4/80

RECEIVED
[illegible]
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

United States Steel Corporation
120 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94106

R. LYNN HAMILTON
REGIONAL TREASURY MANAGER

HARRY A. ELSTON
DISTRICT CREDIT MANAGER

January 20, 1981

RECEIVED
STATE HWY ENGR
JAN 21 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REGISTERED MAIL - RETURN RECEIPT REQUESTED

State of Oregon
Highway Division
Salem, OR 97302

Gentlemen:

RE: Notice of Unpaid Claim
Contract OSHD No. 9036
Bond No. 2972857

Notice is hereby given that the undersigned has a claim in the amount of One Hundred Fourteen Thousand Three Hundred Sixty-Three and No/100 Dollars ($114,363.00) against the bond posted by Morse Bros., Inc., as principal, and Safeco Insurance Company, Portland, Oregon, as surety, for materials supplied for fence construction to Husky Fence Co., Inc., Roseburg, Oregon, and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above-described labor, services and/or materials.

UNITED STATES STEEL CORPORATION
Cyclone Fence Department

H. A. Elston, District Credit Manager

/yip
cc-Safeco Insurance Co., 1500 S.W.-1st Ave., Portland, OR 97201
-Morse Bros., Inc., P.O. Box 7, Lebanon, OR 97355
-Roland King, P.O. Box 157, Lebanon, OR 97355
-Howard Ingram, Husky Fence Co., 290 Quarry Rd., Roseburg, OR 97470

RECEIVED
JAN 26 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U. S. Steel Supply

Division of United States Steel Corporation

6

CYC

REMIT TO: [illegible]

CUSTOMER ORDER NO	D-U-N-S NO OR VENDOR CODE		INVOICE NO.
YCLONE FENCE CONTRACT	00-495-4699	U.S. STEEL SUPPLY DIVISION BX 62108 SN FRANCISCO CA 94162	922 63110

HUSKY FENCE CO INC
*290 QUARRY

*ROSEBURG, OR 97470

SHIP TO

MORSE BROS INC,OSHD,BATTLE
CREEK-N JEFFERSON INTERCHANGE
811-9-00681 1160
SO OF SALEM, MARION, OREGON

DATE
06 30 80
PAGE

ANTITY	DESCRIPTION	WEIGHT	BILLING UNITS	PRICE	AMOUNT
	CYCLONE FENCE PER AGREEMENT TYPE II GALV C POSTS - x			NET M	
	ORIGINAL CONTRACT		1	LUMP SUM	57,182.00
	ORIGINAL CONTRACT		1	LUMP SUM	57,181.00
	LESS BILLING #1		1CR	LUMP SUM	40,825.00CR
			1	INVOICE TOTAL	73,538.00

U. S. STEEL - MADE BY AMERICANS FOR AMERICANS

TERMS	FRT	TAX	ROUTING	TAX EXEMPTION CERTIFICATE NO.
0 * 30 NET	* INC	010	POR MFT	30-50FPC

OCK	TERMS	CUSTOMER NUMBER	SC	C4-F	CD	PRD	GEOG	C1-C	C2-D	C3-E	CONTRACT NO.	SHIP DATE
80	057	0130450-013-3	11		078	SAN	9103		-	-	90681950	06 30 80

'59 4/80

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

USS **U. S. Steel Supply**
Division of United States Steel Corporation

6

CUSTOMER ORDER NO.	D-U-N-S NO. OR VENDOR CODE	REMIT TO: U.S. STEEL SUPPLY DIVISION	INVOICE NO.
LONE FENCE CONTRACT	00-495-4699	BX 62108 SN FRANCISCO CA 9416	637 2461

HUSKY FENCE CO INC
*290 QUARRY
*ROSEBURG ORE 97470

SHIP TO
*MORSE BROS INC,OSHD,BATTLE
CREEK-N.JEFFERSON INTERCHANGE
811-9-00681 1160
SO OF SALEM,MARION, OREGON

DATE 04 14 80
PAGE

	DESCRIPTION	WEIGHT	BILLING UNITS	PRICE	AMOUNT
	CYCLONE FENCE PER AGREEMENT TYPE II GALV C POSTS - *			NET M H33	
	31650' CHAIN LINK FABRICSHIP		1	LUMP SUM	40,825.00
			1	INVOICE TOTAL	40,825.00

TERMS	FRT.	TAX	ROUTING	TAX EXEMPTION CERTIFICATE NO.
* 30 NET	* INC	010	POR MFT	11-50SAN

CK	TERMS	CUSTOMER NUMBER	SC	C4-F	CD	PRD	GEOG.	C1-C	C2-D	C3-E	CONTRACT NO.	SHIP DATE
	057	0130450-013-3	11		078	SAN	9103	-	-		90681936	04 11 80

47/77

RECEIVED
JAN 2 [illegible]
COMMISSION [illegible]
DEPARTMENT OF TRANSPORTATION

#7036

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-4(84)245
Battle Creek-Talbot Road
Marion County
File 49301 (J.B.Boyd letter of 1/27/81)

Date: January 3, 1981

From: Acting Division Administrator

Reply to Attn. of: HRW-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We concur with Mr. Boyd that $30,000.00 represents a reasonable value for the property acquired from the subject file. The $30,000.00 is now eligible for Federal-aid participation.

John D Wickman
for E. J. Valach

cc:
OSHD (J B Boyd R/W)
OSHD (D Luthe R/W)
OSHD (F Lowe R/W)

RECEIVED
STATE HWY ENGR
FEB 4 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

R

ROW 12

January 27, 1981

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 49301 - Grabenhorst
Battle Creek-Talbot Road
Section
Pacific Highway
Marion County
FAP No. I-5-4(84)245

An analysis of recent sales abstracted from appraisals prepared on similar property in the area, and a reanalysis of subject property indicates a more reasonable per unit value for subject property, at the date of valuation, would have been $2,500 per acre. Using the $2,500 per acre would adjust the value of the taking to:

Parcel #1	11.6± Acres @ $2,500 =	$29,000	
Parcel #2	.35± Acre @ $1,700 =	$ 595	
Adjusted total for taking		$29,595	Rnd. $30,000

We seek your participation in the amount of $30,000.

DJL:jh

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

F. B. KLABOE

RECEIVED
DOT DIRECTOR
JAN 27 '81
REFER TO
FOR
Info Invest R/D D/R Sign Act File

9036

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

December 11, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Final Noise Study Report
Project No. I-5-4(86)245
Battle Creek-N. Jefferson Intchge. Sec.
Marion County

In response to the December 9th telephone request from Mr. William Kappus of your staff, I have enclosed a copy of Mr. Sarich's release to replace the one included in the appendix to the "Final Noise Study Report" transmitted with my letter of November 14th.

I was not aware that the restiction clause invalidating the release on November 15, 1980 was not legible on the copy included in the appendix to the report until Mr. Kappus brought it to my attention.

Mr. Anthony George of the Environmental Section brought to my attention yesterday, that the "Final Noise Study Report" is being revised to reflect a four lane facility rather than a six lane facility addressed in the copy submitted to you.

Our legal counsel, Mr. Jack Sollis, wrote Mr. Sarich's attorney, Mr. Charles O. Porter of Eugene, on November 19th requesting a new release be executed if Mr. Sarich still wishes the berm be removed.

JLG:bke
Enclosure
cc: C.O. Fredrickson (Region 2)
Gary Potter
General Files

Form 734-3122

9036 5477

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
1980
NORMA PAULUS
SECRETARY OF STATE

November 25, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#9036

Mr. James A. Luebke
Attorney at Law
8601 S.W. Terwilliger Boulevard
Portland, OR 97219

RECEIVED
NOV 28 1980
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Leubke:

This will acknowledge receipt of your letter of November 12, 1980, with attached Notice of Claim on behalf of Danco Construction, Inc., indicating that R. A. Hatch Company, subcontractor, owes them for labor and materials in the amount of $57,661.73.

The claim states this is in reference to the Morse Bros., Inc., Contract No. 9036 for work on the Battle Creek-North Jefferson Interchange Section of the Pacific Highway in Marion County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We note that you have filed the claim directly with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 2 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

dmc

cc: Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

bc: Secretary of State - Please notify us of your filing date and number of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
12-4-80 dmc

JAMES A. LUEBKE
Attorney at Law
8601 S. W. Terwilliger Boulevard
Portland, Oregon 97219
245-1186

November 12, 1980

Norma J. Paulus, Secretary of State of Oregon
Attn: Public Records Clerk (Robin)
Office of the Secretary of State
Room 141, State Capitol Building
Salem, Oregon 97310

Oregon State Highway Department
Attn: Robert Gormsen, Manager
Office of Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

RE: Notice of Claim, ORS Chapter 279; O.S.H.D. Contract #9036 - Morse Bros., Inc. (General Contractor); R. A. Hatch, Co. (Subcontractor); and Danco Construction, Inc. (Sub-Subcontractor)

Gentlemen:

Transmitted herewith for filing to each addressee in duplicate original is referenced Notice of Claim.

Very truly yours,

JAMES A. LUEBKE

JAL/mdm
Enclosure
cc: USF&G (Attn: John Klump, P.O. Box 3459, Portland, OR 97208)
Employers of Wausau, (Attn: Surety Dept., 2000 Westwood, Wausau, Wisconsin 54401)
SAFECO (Attn: Ted Lundberg, 1500 S.W. 1st, Portland, OR 97201)
Carroon & Black, Portland, Oregon (1600 S.W. 4th, Portland, Oregon 97201)
Richard E. Nelson (Resident Engineer, Oregon State Highway Department, State Transportation Building, Salem, Oregon 97310)

RECEIVED
NOV 14 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

Norma J. Paulus, Secretary of State
Attention: Public Records Clerk (Robin)
Office of the Secretary of State
Room 141, State Capitol Building
Salem, Oregon 97310

Oregon State Highway Department
Attention: Mr. Robert Gormsen, Manager
Office of Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

WHEREAS, Danco Construction, Inc., was a sub-contractor by that certain agreement between R. A. Hatch Co., and Danco Construction, Inc., dated October 18, 1980, now terminated, and that aforesaid Hatch is the sub-contractor of Morse Bros. Construction, Inc., General Contractor, on Oregon State Highway Department Contract, No. 9036.

NOW, THEREFORE, TO THE ABOVE PUBLIC BODIES:

NOTICE OF CLAIM FOR LABOR AND MATERIALS PURSUANT TO STATUTE IS HEREBY GIVEN AS FOLLOWS:

Notice hereby is given that the undersigned, Danco Construction, Inc., P. O. Box 184, 333A North Pacific Highway, Woodburn, Oregon, 97071, has a claim for payment per the above Oregon State Highway Department contract on a sub-subcontract between Danco Construction, Inc., and R. A. Hatch Co., for general excavation, watering, equipment rental, compacting, grading, water hauling, aeration, supervising, and grade checking all performed and furnished by Danco Construction, Inc., through 11:59 P.M., September 22, 1980;

IN THE SUM of Fifty-seven Thousand Six Hundred Sixty-One Dollars and Seventy-Three Cents ($57,661.73) against the bond taken from contractor Morse Bros., Inc., 32260 Highway 34, Tangent, Oregon 97389 and its Surety, Safeco Insurance Companies, Portland, Oregon, and sub-contractor R. A. Hatch Co., P. O. Box 201, Bend, Oregon 97701 and its surety Employers Insurance of Wausau, C/O Carroon & Black, 1600 S. W. 4th, Portland, Oregon 97201 for the aforesaid work performed by Danco Construction, Inc., Woodburn, Oregon in general excavation, watering, equipment rental, compacting, grading, water hauling, aeration, supervising and grade checking and for which payment has not been received.

DATED this 12 day of November, 1980.

DANCO CONSTRUCTION, INC.

BY Paul A. Daniels
Paul A. Daniels, President

State of Oregon)
) ss.
County of Marion)

I, PAUL A. DANIELS, being first duly sworn, depose and say:

That I am the President of Danco Construction, Inc., the claimant named in the foregoing instrument; that on behalf of claimant as an officer thereof I have executed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct as I verily believe.

DANCO CONSTRUCTION, INC.

BY Paul A. Daniels
Paul A. Daniels, President

SUBSCRIBED AND SWORN to before me this 12 day of November, 1980.

Notary Public for Oregon
My Commission expires: 10/30/83

RECEIVED
NOV 14 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

November 14, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Original Signed By
D. E. Swan
Operation Programming Engineer

SUBJECT: Final Noise Study Report
Project No. I-5-4(86)245
Battle Creek-N. Jefferson Intchge. Sec.
Marion County

Enclosed is the "Final Noise Study Report" prepared to document changes made to the noise mitigation proposal subsequent to contracting the subject project.

Based on your letter (HFO.2-OR) of October 2, 1980 and the appendix to the report I request the following:

1) Approval to remove the noise berm constructed on the westerly side of the project between Station 469 and Station 487. This action is in response to the petitions by the owners of Files 22121 and 24313 (Map 5B-32-33).

2) Concurrence that the cost of removal of the noise berm under 2) is eligible for Federal Interstate fund participation as is was constructed because of Federal environmental requirements.

3) Approval of the exception to the achievement of Federal design noise levels at the three residences located on the westerly side of the project between Station 469 and Station 487.

JLG:bke
Enclosure
cc: C.O. Fredrickson (Region 2)
Gary Potter
Gen. Files

Form 734 3122

#9036

November 12, 1980

R. A. Hatch Company
P. O. Box 201
Bend, OR 97701

CON 3
#9036

Attention: Gerald B. Johnston
Controller

Gentlemen:

Thank you for your letter of October 15 addressed to R. E. Nelson enclosing a copy of a check to Keppinger, Inc., in the amount of $16,355.47 which, through endorsement, releases his claim on Contract No. 9036.

This appears to be in connection with a claim filed on June 16, 1980, against Contract No. 9036 with Morse Bros., Inc., for work on the Battle Creek-North Jefferson Interchange Section of the Pacific Highway in Marion County in the amount of $23,097.40.

We will note this information in our records and advise the principal contractor and surety of this release.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

[illegible]
cc: Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

Keppinger, Inc.
4940 Wallace Road, N.W.
Salem, OR 97304

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97204

R.A. Hatch Co.
General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

REGION 2 ENGINEER
RECEIVED
OCT 29 1980
☐ RLE ☐ RE ☒ HOE ☐ RME ☐ RTE ☐ RUE ☑ HOE
☐ ULE ☐ GEO ☐ HSO ☐ ENV ☐ RPE

October 15, 1980

Oregon State Highway Division
P.O. Box 14030
Salem, OR 97310

Attn: Mr. R. E. Nelson

Re: OSHD 9036, Keppinger claim

Gentlemen:

Enclosed is a copy of our last check to Keppinger, Inc., which, through endorsement, releases his claim on the job. Please forward the information in whatever manner is required to clear up the matter. Thank you.

R. A. HATCH CO.

Gerald B Johnston

Gerald B. Johnston
Controller/VP

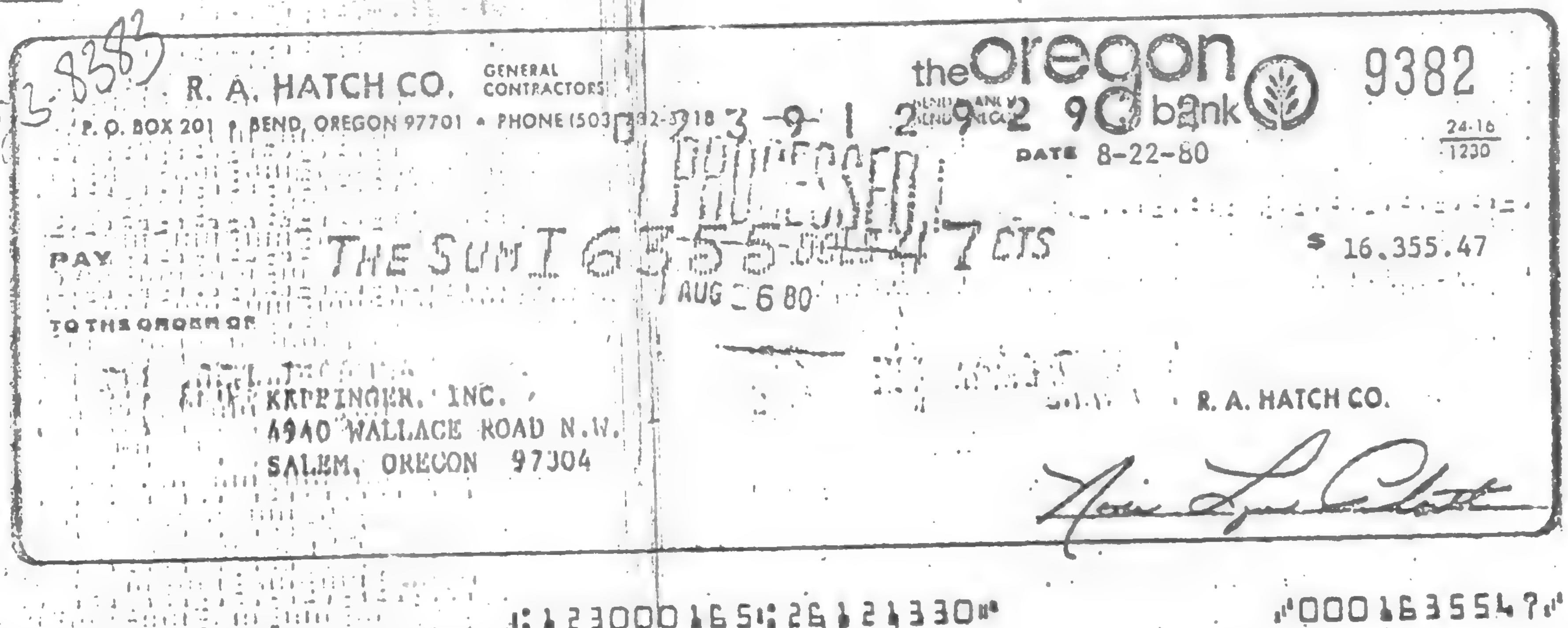
GBJ/lst

enclosure

c.c. Region – for appropriate forwarding

RECEIVED
OCT 17 1980
R. E. NELSON, RES. ENGR.
RE ARE ARE OM OM

cc Bob Harmsen w/attach.
CT Keasey " "



603-8383

R. A. HATCH CO. GENERAL CONTRACTORS
P. O. BOX 201 • BEND, OREGON 97701 • PHONE (503) 382-3218

the oregon bank

9382

24-16
1230

3 9 1 2 9 2 9

PROCESSED
AUG 6 80

DATE 8-22-80

PAY THE SUM 16355 DOLS 47 CTS $ 16,355.47

TO THE ORDER OF

KEPPINGER, INC.
4940 WALLACE ROAD N.W.
SALEM, OREGON 97304

R. A. HATCH CO.

⑆1230001654⑆2612 1330⑈ ⑈0001635547⑈

Through endorsement of this check, Keppinger, Inc. acknowledges payment in full for all materials and labor supplied to the Oregon State Highway Division construction project known as Battle Creek North-Jefferson Interchange Section of Pacific Hwy., in Marion Co., O.S.[illegible] Contract 9036, and relinquishes all right of claim against the project, the Oregon State Highway Division and [illegible] A. Hatch Co.

AUG 25 80

Keppinger Inc.

BANK OF CALIFORNIA
AUG 25 1980

#7036 11-3-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -4(84)245

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, OR

PROGRAM NO.:

ITEM NO.: I-865

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 10 '80
REFER TO Mechring
FOR

Info	Inves	R/D	D/R	Sign	Ad	File

11-10 orig

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 11-3-80

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:
Battle Creek Junction - N. Jefferson Junction Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-16-80, you are now authorized to proceed with the acquisition of the remainder of File No. 49305 at a TEC of $22,000 - Federal funds $20,288. This approval is subject to site use as a disposal of excess excavation material and a future park and ride lot.

DATE: 11-3-80

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—631-[illegible]

10-8-80

RECEIVED STATE HWY ENG
OCT 27 '80
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

NOTED
H. S. COULTER

Highway Division
File 22121
5B-32-33

RELEASE

THIS RELEASE, made and executed on this 26 day of Oct, 1980, by ROBERT HEADLEY and GERALDINE HEADLEY, hereinafter referred to as "Owners", to the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred to as "State";

WHEREAS, State by deed recorded November 15, 1956, in Book 494, Page 620, Marion County Deed Records, acquired from Owners certain property in the SE¼ of Section 10, Township 9 South, Range 3 West, W.M., Marion County, Oregon, in connection with the construction of the Salem By-Pass-North Jefferson Jct. Section of the Pacific Highway; and

WHEREAS, in connection with the recent improvement of the Battle Creek-North Jefferson Section of the Pacific Highway, State constructed an earth sound berm adjacent to Owners' remaining property; and

WHEREAS, Owners understand that said berm will hamper the air, light, view, and drainage to and from their property and have requested that said berm be removed, and in consideration thereof, Owners are willing to give State a release and to enter into the covenants hereinafter set forth.

NOW, THEREFORE, in consideration of State removing said berm in front of their property, Owners do hereby release State, its officers, agents and employees from any and all claims for damages to their remaining property arising out of or resulting from the removal of said berm. Owners also further covenant and agree that State will not be liable to Owners, their heirs and assigns, for damages to buildings, structures, and improvements on Owners' property or for injuries to any occupant or person in or upon said property or for any interference with the use and enjoyment thereof and for any damages that, except for this covenant, might constitute a nuisance caused directly or indirectly by noise or emission from transportation vehicles using the highway or transportation facilities adjacent to Owners' property. This covenant is intended to cover the existing highway and transportation facilities as well as those which may hereafter be constructed. Owners, for themselves and for those who may hereafter acquire their property, hereby covenant not to sue State for any of said injuries or damages. Provided, however, that this release and covenant not to sue shall not apply to any claims, injuries, or damages arising out of the negligent removal of said berm by State, its contractors and agents.

In executing this instrument, Owners represent and warrant that they are the present legal owners of said remaining property abutting said berm, and that there are no outstanding interests or rights in or to said property which will be directly affected by this release. This release is executed with the understanding the complete berm will be removed by August 1981. R.T.H. - G.A.H. JLS

Robert T. Headley
Robert Headley

Geraldine A. Headley
Geraldine Headley

STATE OF OREGON, County of MARION

OCTOBER 26, 1980. Personally appeared the above named Robert Headley and Geraldine Headley, who acknowledged the foregoing instrument to be their voluntary act. Before me:

Notary Public for Oregon
My Commission expires 12-18-80

aj/

10-8-80

Highway Division
File 24313
5B-32-33

RELEASE

THIS RELEASE, made and executed on this 24th day of OCTOBER, 1980, by SAM SARICH and BOSILJKA SARICH, husband and wife, hereinafter referred to as "Owners", to the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred to as "State";

WHEREAS, State by deed recorded September 11, 1956, in Book 492, Page 155, Marion County Deed Records, acquired certain property in the NW¼ of Section 11 and in the E½ of Section 10, Township 9 South, Range 3 West, W.M., Marion County, Oregon, in connection with the construction of the Salem By-Pass-N. Jefferson Jct. Section of the Pacific Highway; and

WHEREAS, Owners are the present legal owners of the property abutting thereto; and

WHEREAS, in connection with the recent improvement of the Battle Creek-North Jefferson Section of the Pacific Highway, State constructed an earth sound berm adjacent to Owners' property; and

WHEREAS, Owners understand that said berm will hamper the air, light, view, and drainage to and from their property and have requested that said berm be removed, and, in consideration thereof, Owners are willing to give State a release and to enter into the covenants hereinafter set forth.

NOW, THEREFORE, in consideration of State removing said berm in front of their property, Owners do hereby release State, its officers, agents and employees from any and all claims for damages to their abutting property arising out of or resulting from the INSTALLATION & removal of said berm. S.S. B.S. (1S) Owners ~~also~~ further covenant and agree that State will not be liable to Owners, their heirs and assigns, for damages to buildings, structures, and improvements on Owners' property or for injuries to any occupant or person in or upon said property or for any interference with the use and enjoyment thereof and for any damages that, except for this covenant, might constitute a nuisance caused directly or indirectly by noise or emission from transportation vehicles using the highway or transportation facilities adjacent to Owners' property. This covenant is intended to cover the existing highway and transportation facilities as well as those which may hereafter be constructed. Owners, for themselves and for those who may hereafter acquire their property, hereby covenant not to sue State for any of said injuries or damages. Provided, however, that this release and covenant not to sue shall not apply to any claims, injuries, or damages arising out of the negligent removal of said berm by State, its contractors and agents.

In executing this instrument, Owners represent and warrant that they are the present legal owners of the property abutting said sound berm, which property is described in that Land Sale Contract recorded on August 25, 1969, in Book 670, Page 590, Marion County Deed Records, and that there are no other outstanding interests or rights in or to said property which will be directly affected by this release.

In addition to the above State shall completely remove said berm abutting Owners property before November 15, 1980. If State does not completely remove said berm before November 15, 1980 this release becomes invalid. (SS) B.S. SS

10/24/80

Sam Sarich

Bosiljka Sarich

Bosiljka Sarich

STATE OF OREGON, County of MARION

OCT. 24, 1980. Personally appeared the above named Sam Sarich and Bosiljka Sarich, who acknowledged the foregoing instrument to be their voluntary act.

Before me:

Notary Public for Oregon

My Commission expires 12-18-80

oj/(7)

9036

October 17, 1980

Mr. James A. Luebke
Attorney at Law
8401 S.W. Terwilliger Blvd.
Portland, OR 97219

CON 3
#9036

Dear Mr. Luebke:

Thank you for your letter of October 10 with attached Release of Claim from Denco Construction, Inc., in connection with Contract No. 9036 with Morse Bros., Inc., for work on the Battle Creek-North Jefferson Interchange Section of the Pacific Highway in Marion County.

This releases a claim filed against R. A. Hatch Company, subcontractor, in the amount of $140,877.65.

We will note this information in our records and advise the surety and the contractors.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
10-17-80 kv

CC: Safeco Insurance Co. of America
1900 S.W. First Avenue
Portland, OR 97201

Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

R. A. Hatch Company
P. O. Box 201
Bend, OR 97701

JAMES A. LUEBKE
Attorney at Law
8601 S. W. Terwilliger Boulevard
Portland, Oregon 97219
245-1186

October 10, 1980

Norma J. Paulus, Secretary of State of Oregon
ATTN: Public Records Clerk (Robin)
Office of the Secretary of State
Room 141, State Capitol Building
Salem, Oregon 97310

Oregon State Highway Department
ATTN: Robert Gormsen, Manager
Office of Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

RE: Release of Claim, Chapter 279 (ORS; Per O.S.H.D. Contract #9036 - Morse Bros., Inc. (General Contractor); R. A. Hatch, Co. (Subcontractor); and Danco Construction Inc. (Sub-Subcontractor)

Gentlemen:

Transmitted herewith to each addressee in duplicate original is referenced Release of claim filed herewith.

Very truly yours,

Ja Luebke

JAMES A. LUEBKE

JAL/mdm
Enclosure

cc: Morse Bros., Inc.
R. A. Hatch Co.
SAFECO, Portland, Oregon

RECEIVED
[illegible] T 10 [illegible]
COMM[illegible]
DEPARTMENT OF [illegible]

RELEASE OF CLAIM

Norma J. Paulus, Secretary of State
Attneiton: Public Records Clerk (Robin)
Office of the Secretary of State
Room 141, State Capitol Building
Salem, Oregon 97310

Oregon State Highway Department
Attention: Mr. Robert Gormsen, Manager
Office of Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

WHEREAS, Danco Construction, Inc., was a sub-contractor by that certain agreement between R. A. Hatch, Co., and Danco Construction, Inc., dated October 18, 1980, now terminated, and that aforesaid Hatch is the sub-contractor of Morse Bros. Construction, Inc., General Contractor, on Oregon State Highway Department Contract, No. 9036; and pursuant to Chapter 279, Oregon Revised Statutes, Danco Construction Co., Inc., filed Notice of Claim under prior statute on September 23, 1980 in the amount of $140,877.65,

NOW, THEREFORE, TO THE ABOVE PUBLIC BODIES, DANCO CONSTRUCTION, Inc., hereby releases its above filed claim.

DATED this 10th day of October, 1980

DANCO CONSTRUCTION, INC.
BY Paul A. Daniels
Paul A. Daniels, President

STATE OF OREGON)
) ss.
County of Multnomah)

I, Paul A. Daniels, being first duly sworn, depose and say: That I am the President of Danco Construction, Inc., the claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct as I verily believe.

DANCO CONSTRUCTION INC.
BY Paul A. Daniels
Paul A. Daniels, President

SUBSCRIBED AND SWORN to before me this 10th day of October, 1980

Notary Public for Oregon
My commission expires: 10-11-82

RECEIVED
OCT 10 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

files

PATRICK A. BUTLER
Attorney at Law
8601 S. W. Terwilliger Boulevard
Portland, Oregon 97219
a.c. (503) 245-1186

10-13-80

C. Akin Blitz, Esq.
200 South Park Building
101 East Broadway
Eugene, Oregon 97401

James. D. Noteboom, Esq.
1026 N. W. Bond Street
Bend, Oregon 97701

RE: Cash Payment/O.S.H.D. Contract Progress Payment #9036,
Danco Construction, Inc.

Gentlemen:

Please advise at earliest opportunity of your respective clients' agreement/dissent to depositing the progress payment received by Morse on or about 10/3/80 into an interest bearing account earning a return at the greatest possible yield without penalty. Said funds total approximately $133, 833.76 and, of course, any such agreement and deposit would be accomplished without waiver or prejudice to any and all rights of each party as to itself and against and between all others.

It is my understanding said funds are currently in the possession of Morse and as an aside, interest lost at only the legal rate approximates $33.00/day.

Last, should agreement/dissent be reached on the current above payment, please also advise of your clients' position concerning future payments paid on behalf of Danco.

Very truly yours,

PATRICK A. BUTLER

RECEIVED
OCT 8 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10-13-80
note to Sollis
if any action
necessary
from
Sollis
replied
no-
file

PAB:pab

cc: Danco Construction, Inc.
Employers of Wausau
Safeco Insurance co.
USF & G
✓O.S.H.D., ATTN: Robert W. Gormsen
Sec'y of State, State of Oregon, ATTN: Public Records Clerk

9026

October 7, 1980

CON 21-2

The Honorable Mark O. Hatfield
United States Senator
Pioneer Courthouse, Room 104
Portland, OR 97204

Dear Mark:

In Fred Klaboe's August 4 letter concerning the sound berm adjacent to the Headley and Sarich properties on I-5 south of Salem, he promised to keep you advised. Fred is on vacation, so I'm responding for him.

Mr. and Mrs. Headley have not responded to the three written inquiries to our offer to remove the berm if they granted a legal release, so we contacted them by telephone September 29. They advised they were not willing to sign the legal releases as submitted.

Mr. and Mrs. Sarich through their attorney submitted a revised release September 24. However, the revisions are not acceptable to our Department. Our Chief Counsel is in contact with their attorney and will attempt to reach agreement on a mutually satisfactory document.

Even if we had the necessary releases, this construction season is nearing its end and removal could not be achieved this year.

We will keep you advised as we continue our efforts to resolve this problem.

Sincerely,

H. S. Coulter
State Highway Engineer

GW:rgb HSC:ia

bc F. B. Klaboe
J. L. Sollis
C. T. Keasey
C. O. Fredrickson

[illegible]

August 4, 1980

CON 21-2

The Honorable Mark O. Hatfield
United States Senator
Room 104 Pioneer Courthouse
Portland, OR 97204

Dear Mark:

You inquired of our findings with respect to Mr. and Mrs. Robert Headley's June 30 letter objecting to the sound berm constructed on the Interstate Highway adjacent to their property just southerly of salem.

Our Department plans to remove the sound berm adjacent to the Headley and Sam Sarich property providing they both sign a release relieving us of our legal obligation with respect to the sound berm. Such a release runs with the land and is recordable in the County deed records just like any other property rights.

Releases were sent to each of these owners on July 17. To date, neither has replied. [redacted]

Cld 9-16

Sincerely,

F. B. Klaboe
Director

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson - [redacted]

Jerry Wimer [illegible] letter + Coulter Headley [illegible] Scott [illegible] Sollis [illegible]

GW:HSC/rgb fn

[illegible] Sunnyside Rd. S.E.
Jefferson, Oregon 97352
June 30, 1980

JUL 17 1980

State of Oregon
Department of Transportation
685 Airport Road
P.O. Box 14030
Salem, Oregon 97310

Attention: Mr Richard Nelson, Resident Engineer

Dear Sir:

It is our understanding that the unsightly berm of dirt, approximately, 13 ft. high, placed at the east of our property is to act as a sound barrier, because of the freeway noise. We have lived here 27 years and the State nor the Federal Govt. have ever concerned themselves before.

When the fall and winter rains have come in the past, we have had an excessive water build up, made worse since the building of the freeway. Now, you have built a berm of dirt which will alleviate any chance of water drainage in this area.

We planted a row of trees, approximately, 25 ft. tall now, along the east side of our property for a sound barrier, also for beautification, and we have been informed by forestry person that in 3 years our trees will die, as there's no way they can live in the water and the soil that will surround their roots. What is to be done to alleviate the water problem which you have forced on us? Some type of drainage system will need to be installed before winter and before further damage can be sustained. Since your Dept. is causing the water problem we hope you will see the necessity in taking care of this situation. We might add, we feel we have been singled out, as you have exposed other property in this area to the freeway noise, and forced this wall of dirt on us, which we don't want and isn't alleviating the noise, but rather causing damage.

Yours Truly,

Mr & Mrs Robert Headley

Mr & Mrs Robert Headley

cc:
Senator Mark O. Hatfield
Senator Robert Packwood
Governor Victor Atiyeh
Glen Green HiWay Adm.
Neil Goldsmidth
Oregon State Dept. of Environmental Quality

Form FHWA 121 (1/80)

9036

U

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

E OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-4(84)245
Battle Creek-N. Jefferson Intchg.
Pacific Highway (I-5) (Your PRO 6)
Marion County

Date: October 3, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's September 15, 1980, request for Federal participation in the acquisition of File 51266 on the subject project has been reviewed.

As this property is not physically required for the construction of the subject project, and is the result of an engineering error, Federal participation in its acquisition is not approved.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENG
OCT 6 - '80
REFER TO Planning
FOR
Info Immed R/D D/R Sign Act File

OHA to

September 15, 1980

PRO 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. I-5-4(84)245
Battle Cr. Jct.-N. Jefferson Interch. Section
Marion County

I hereby request authorization to proceed with the actual acquisition of file 51266 on the subject project. The area to be acquired is as outlined in red on the enclosed sketch map.

The enclosed copy of Mr. Lowe's memo of September 5, 1980 indicates the estimated cost of the property is $2,200 and that no relocation is involved.

Authorization to proceed as requested will not require an additional obligation of federal funds at this time.

CL:bke
Enc.

cc: F. Lowe

9036

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

E OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-4(86)245
Battle Creek-N. Jefferson Intchg.
Pacific Highway (I-5)
(Your CON 5 dtd 9-10-80) EWO #4

Date: October 2, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Keasey's September 10, 1980, request for a change order approval (EWO #4) on the subject project has been reviewed.

The request is being returned unapproved. Resolution of the following items will be necessary prior to consideration of Federal participation in such work:

1. Securing signed releases from the property owners releasing the Highway Division of any future responsibility to provide mitigation of highway noise to these properties.

2. The submission of a request for any exception to the achievement of the design noise levels as set forth in paragraph 9 in FHPM 7-7-3.

In the event signed releases cannot be obtained from all affected property owners the berm should be completed as planned.

G L Green
G. L. Green

Attachment

RECEIVED
STATE HWY ENG
OCT 3 - '80
REFER TO
FOR
Info | Inv | R/D | D/R | Sign | Act | File

Keasey — RECEIVED — Richards
Berg
SEP 10 1980 — Inlow
Hopkins
Widmer
CONSTRUCTION BRANCH — Gebauer
Church

CON 5

noted H. S. COULTER

DATE: September 10, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

Federal-aid Project
No. I-5-4(86)245

SUBJECT: Request Change Order Approval

Contract	9036 EWO #4
Project	Battle Creek-N. Jefferson Intch.
Highway	Pacific
County	Marion

This order for extra work is written to compensate the contractor for his costs to remove the "sound berm" between Sta. 469+00 and 487+00. The "sound berm", built in compliance with the project plans, has become the basis of possible litigation. The property owner adjacent to the north end of the berm is complaining and has obtained signatures of several other local residents on a petition to remove the berm. The "sound berm" is located between the southbound lane and the access line.

The work will proceed when a signed release from adjacent property owner is secured.

The amount of this order is for $60,000.00 with federal participation amounting to approximately $55,300.00.

Confirmation of the July 21, 1980 advance authorization is requested.

HAM:mk

Attach.

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Battle Cr.-N. Jefferson Intch.	Date	July 15, 1980
Highway	Pacific	Contract No.	9036
County	Marion	Prefix	624-1039
Contractor	Morse Bros., Inc.	F. A. Project No.	I-5-4(86)245
Address	32260 Highway 34, Tangent, OR 97389	Order No.	4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish all labor and equipment to remove the earth berm, station 469 - 487.

Approval Recommended as of

Location by station numbers:

469 - 487

Estimate of quantities and cost:

Labor and equipment	$60,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The above earth berm built in compliance with project plans has become the basis of possible litigation and therefore the State Highway Engineer directed that the berm be removed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$13,282,926	
Present estimate of project costs, including $60,000 for work under this order	$13,282,926	
Expected under-run / over-run amount	$0	
Expected under-run / over-run per cent	0	

Submitted by: Richard E. Nelson, Resident Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

For:

Approval Recommended: .... Regional Engineer

Approved .... Construction Engineer

7-21-80

SP*79664-134

RECEIVED
JUL 17 1980
CONSTRUCTION BRANCH
Jackm
Hopkins
Williams
Johnsen
Glenn
Berg
Intues
Vachner
Church

OREGON STATE HIGHWAY DIVISION FILE: 9036

INTER-OFFICE CORRESPONDENCE

Salem, OR

July 15, 1980

FROM: Richard E. Nelson
Resident Engineer

SUBJECT: Extra Work Order #4
Contract 9036
Battle Cr.-N. Jefferson Intch.

TO: C. O. Fredrickson
REGION II ENGINEER

DESCRIPTION: EWO #4 is to remove the earth sound berm, station 469-487.

JUSTIFICATION: Project plans called for the above berm and it was built in accordance with that document. However, following construction, the congruent property owners objected and threat of litigation for removal has been made.

The State Highway Engineer has now directed that this berm be removed in it's entirety.

EFFECT ON THE PROJECT: Require 11,800 cu. yds. of material to be removed. Material is not required to construct the project and is being considered for disposal approximately 1,000 feet South of the project limits to eliminate guard rail and a median hazard.

PRIOR APPROVAL: Discussed May 29, 1980 - H.S. Coulter, C.O. Fredrickson, G.W. Wimer.

June 18, 1980 - FHWA Area Engineer, Bill Kappas, removal to be non-participating.

July 11, 1980 - G. Wimer, H.S. Coulter - remove all of berm - written solicitation for FHWA participation to be made.

DISPOSITION: Awaiting approved order before proceeding.

cc: Dick Nelson w/attach
G Wimer w/attach

cc: C. T. Keasey w/original order and attachments described above.

Approval is recommended.

Remarks We will not proceed with this removal until adjacent owners sign releases. Both requested removal.

REGION II CONSTRUCTION ENGINEER

Dolles has prepared these releases. Once we have secured signed releases we will furnish supporting info to formally submit FHWA p

REGION 2 ENGINEER
RECEIVED
JUL 1

OWC

dm

YH

5475

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
SEP 25 1980
NORMA PAULUS
SECRETARY OF STATE

September 24, 1980

Danco Construction Company
P. O. Box 184
Woodburn, OR 97071

FILED
SEP 25 1980
NORMA PAULUS
SECRETARY OF STATE

CON 5
9036

Gentlemen:

This letter acknowledges receipt of your Notice of Claim dated September 23, 1980, for payment for labor in the amount of $140,877.65 against R. A. Hatch Company, subcontractor.

This claim appears to be in connection with Contract No. 9036 awarded to Morse Bros., Inc., for work on the Battle Creek-North Jefferson Interchange Section of the Pacific Highway in Marion County.

We note that you have filed this claim directly with the Secretary of State. Copies of this letter and your claim will be sent to the prime contractor and to the surety on this contract.

Please notify this office when the claim has been satisfied.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RWG:dmc

cc: Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Luebke & Wallingford
Attorneys at Law
Attn: James A. Luebke
8601 S.W. Terwilliger Boulevard
Portland, OR 97219

bc: Secretary of State - Please advise us of your filing date of this claim and your file number on the attached copy of this letter.

noted on Card
1-2-80 dmc

LUEBKE & WALLINGFORD
ATTORNEYS AT LAW
BURLINGAME LAWYERS BUILDING
8801 SW. TERWILLIGER BLVD.
PORTLAND, OREGON 97219

JAMES A. LUEBKE
ROGER D. WALLINGFORD
PATRICK A. BUTLER
CHARLES B. COMBS

TELEPHONE
(503) 245-1186

HANDCARRIED

Norma J. Paulus, Secretary of State of Oregon
ATTN: Public Records Clerk (Robin)
Office of the Secretary of State
Room 141, State Capitol Building
Salem, Oregon 97310

Oregon State Highway Department
ATTN: Robert Gormsen, Manager
Office of Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

RE: Notice of Claim, Chapter 279 (ORS); Per O.S.H.D. Contract #9036 - Morse Bros., Inc. (General Contractor); R.A. Hatch, Co. (Subcontractor); and Danco Construction, Inc. (Sub-Subcontractor)

Gentlemen:

Transmitted herewith to each addressee in duplicate original is referenced notice of claim.

LUEBKE & WALLINGFORD

Very truly yours,

JAMES A. LUEBKE

RECEIVED
SEP 23 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JAL;pab
enc/as
cc: Morse Bros., Inc
R.A. Hatch Co.
SAFECO, Portland, Oregnn

NOTICE OF CLAIM

Norma J. Paulus, Secretary of State
Attention: Public Records Clerk (Robin)
Office of the Secretary of State
Room 141, State Capitol Building
Salem, Oregon 97310

Oregon State Highway Department
Attention: Mr. Robert Gormsen, Manager
Office of Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

WHEREAS, Danco Construction, Inc., was a sub-contractor by that certain agreement between R. A. Hatch Co., and Danco Construction, Inc., dated October 18, 1980, now terminated, and that aforesaid Hatch is the sub-contractor of Morse Bros. Construction, Inc., General Contractor, on Oregon State Highway Department Contract, No. 9036.

NOW, THEREFORE, TO THE ABOVE PUBLIC BODIES:

NOTICE OF CLAIM FOR LABOR AND MATERIALS PURSUANT TO STATUTE IS HEREBY GIVEN AS FOLLOWS:

Notice hereby is given that the undersigned, Danco Construction, Inc., P. O. Box 184, 333A North Pacific Highway, Woodburn, Oregon, 97071, has a claim for payment for labor per the above Oregon State Highway Department contract on a sub-subcontract between Danco Construction, Inc., and R. A. Hatch Co., for general excavation, watering, equipment, rental, compacting, grading, hauling, aerating, supervising, and grade checking all performed and furnished by Danco Construction, Inc., through 11:59 P.M., September 5, 1980;

In the sum of One Hundred forty thousand eight hundred seventy-seven dollars and sixty-five cents ($140,877.65) against the bond taken from contractor Morse Bros., Inc., 32260 Highway 34, Tagent, Oregon 97389 and its Surety, Safeco Insurance Companies, Portland, Oregon, and sub-contractor R. A. Hatch Co., P. O. Box 201, Bend, Oregon 97701 and its surety Employers Insurance of Wausau C/OCorroon & Black 1600 S.W. 4th, Portland, Oregon 97201 for the work performed by aforesaid Danco Construction, Inc., Woodburn, Oregon in general excavation, watering equipment rental, compacting, grading, hauling, aerating, supervising and grade checking and for which payment has not been received.

DATED this 23rd day of September, 1980.

DANCO CONSTRUCTION, INC.

BY Paul A. Daniels
Paul A. Daniels, President

State of Oregon)
) ss.
County of Multnomah)

I, Paul A. Daniels, being first duly sworn, depose and say:

That I am the President of Danco Construction, Inc., the claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct as Iverily believe.

DANCO CONSTRUCTION, INC.

BY Paul A. Daniels
Paul A. Daniels, President

SUBSCRIBED AND SWORN to before me this 23rd day of September, 1980.

Notary Public for Oregon
My Commission expires: 12-12-81

9036

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-4(86)245
Battle Creek Interch - N Jefferson Interch
Pacific Highway (I-5)
Earth Berm Sound Barrier
(Mr and Mrs Robt Headley, Jefferson OR, to
ODOT et al, 6-30-80

Date: August 29, 1980

Reply to Attn. of: HFO-OR/INQ-922

From: G. L. Green, Division Administrator

To: Ms. Cheryl S. McMurry, Acting Chief Counsel
Washington, D.C. HCC-40

This memorandum is in response to your August 18 letter to Senator Hatfield, who had been furnished a copy of Mr. and Mrs. Headley's letter to the Oregon Department of Transportation. Senator Hatfield's July 23 letter, originally addressed to the Asst Secretary of Defense, sought information about drainage associated with the earth berm sound barrier placed adjacent to the Headleys' property by the subject highway improvement project.

Drainage criteria was considered and provided for in the design and construction of the earth berm. Field survey checks of the partially completed berm have been made and indicate that the original (existing prior to this project) drainage of the Headley property will not be altered by the subject berm.

The Oregon State Highway Division is, however, planning to remove the berm if its negotiations with the several property owners are successful in obtaining releases of any future responsibility to provide mitigation of highway noise to these properties.

Original Signed By
E. J. VALACH
Program Development
Engineer
G. L. Green

cc:
Region (FHWA (HED-010)
OSHD (Mr Coulter)

RECEIVED
STATE HWY ENGR
SEP 4 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

ECE
AUG 25 1980
OREGON DIV.

IN REPLY REFER TO:
HCC-40

The Honorable Mark O. Hatfield
United States Senator
Room 104, Pioneer Courthouse
Portland, Oregon 97204

Dear Senator Hatfield:

This letter confirms the receipt of your July 23 transmittal of Mr. and Mrs. Robert Headley's letter concerning drainage problems possibly associated with an earth berm sound barrier adjacent to their property in Jefferson, Oregon.

In order to adequately respond to the Headley's inquiry, it is necessary for us to obtain additional information from our Portland office. We will forward the results of our inquiry to you as soon as possible.

Sincerely yours,

Cheryl S. McMurry
Acting Chief Counsel

cc: Washington office

OFFICE OF THE SECRETARY OF DEFENSE

WASHINGTON, D.C. 20301

31 JUL 1980

Honorable Mark O. Hatfield
United States Senator
Room 104, Pioneer Courthouse
Portland, Oregon 97204

Dear Senator Hatfield:

This will acknowledge receipt of your July 23 letter on behalf of Mr. and Mrs. Robert Headley regarding property beside a freeway.

It will be necessary to consult with the Department of Transportation for a complete response; you may expect a reply directly from that Department.

Sincerely,

Signed

Larry F. Ayres
Major, USA
Director, Research and
Administration
Legislative Affairs

cc: Dept. of Transportation w/basic corres

28402

4837

OFFICE OF THE SECRETARY OF DEFENSE

WASHINGTON, D.C. 20301

31 JUL 1980

MEMORANDUM FOR Assistant General Counsel for Legislation
Department of Transportation

The enclosed correspondence is referred to you as a matter coming within your area of responsibility. The Member of Congress who forwarded this correspondence to us has been advised that he may expect a reply directly from your office. A copy of our acknowledgement is enclosed for your information.

Larry F. Ayres
Major, USA
Director, Research and
  Administration
Legislative Affairs

Enclosures

Member of Congress: Senator Mark O. Hatfield
Constituent: Mr. and Mrs. Robert Headley
OSD CCS No.: 28402

4837

8/6-12

MARK O. HATFIELD
OREGON

[illegible] JUL 2[illegible]
THE SEC[illegible]

United States Senate
WASHINGTON, D.C. 20510

July 23, 1980

Mr. Jack L. Stempler
Department of Defense
Assistant to the Secretary of Defense
for Legislative Affairs
Washington, D.C. 20301

Dear Mr. Stempler:

Because of the desire of this office to be responsive to all inquiries and communications, your consideration of the attached is requested. Your findings and views, in duplicate form, along with return of the enclosure, will be appreciated.

Please reply to my Portland office, Room 104, Pioneer Courthouse, Portland, Oregon 97204.

Kind regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH/vja
Enclosure

-4007

28402

10706 Sunnyside Rd. S.E.
Jefferson, Oregon 97532
June 30, 1960

State of Oregon
Department of Transportation
885 Airport Road
P.O. Box 14030
Salem, Oregon 97310

JUL 17 1980

Attention: Mr Richard Nelson, Resident Engineer

Dear Sir:

It is our understanding that the unsightly berm of dirt, approximately, 13 ft. high, placed at the east of our property is to act as a sound barrier, because of the freeway noise. We have lived here 27 years and the State nor the Federal Govt. have ever concerned themselves before.

When the fall and winter rains have come in the past, we have had an excessive water build up, made worse since the building of the freeway. Now, you have built a berm of dirt which will alleviate any chance of water drainage in this area.

We planted a row of trees, approximately, 25 ft. tall now, along the east side of our property for a sound barrier, also for beautification, and we have been informed by forestry person that in 3 years our trees will die, as there's no way they can live in the water and the soil that will surround their roots. What is to be done to alleviate the water problem which you have forced on us? Some type of drainage system will need to be installed before winter and before further damage can be sustained. Since your Dept. is causing the water problem we hope you will see the necessity in taking care of this situation. We might add, we feel we have been singled out, as you have exposed other property in this area to the freeway noise, and forced this wall of dirt on us, which we don't want and isn't alleviating the noise, but rather causing damage.

Yours Truly,

Mr & Mrs Robert Headley

Mr & Mrs Robert Headley

cc:
Senator Mark O. Hatfield
Senator Robert Packwood
Governor Victor Atiyeh
Glen Green HiWay Adm.
Neil Goldsmidth
Oregon State Dept. of Environmental Quality

4837

9036. L.

1859

OREGON STATE
HIGHWAY DIVISION
885 Airport Road
Salem, OR 97310

REGION 2 ENGINEER
RECEIVED
AUG 12 1980
☐ RLE ☐ RBE
[✓ RE] ☒ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ SSO ☐ RSO ☐ ENV ☐ RFE

August 11, 1980

Mr. Sam Sarich
Far West Modular Home Sales, Inc.
Route 1, Box 78
Jefferson, OR 97352

NOTED
H. S. COULTER

Dear Sir,

A release, that would allow us to remove the sound berm adjacent to your property as you requested was sent to you July 17, 1980.

Without return of the release we can not schedule the removal with the contractor. Construction manpower and equipment must be scheduled well in advance, and we may already be too late to achieve removal this season.

If you have reconsidered and desire the berm to remain, I would appreciate being advised in order that we may proceed with the finishing and seeding.

Sincerely,

Richard E. Nelson
Richard E. Nelson
Resident Engineer

cc: Region II Office ✓

cc H. S. Coulter

RECEIVED
STATE HWY ENGR
AUG 13 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

90.36

L.

OREGON STATE
HIGHWAY DIVISION
885 Airport Road
Salem, OR 97310

REGION 2 ENGINEER
RECEIVED
AUG 1 2 1980
☐ RLE ☐ RSE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

August 11, 1980

Mr. & Mrs. Robert Headley
10706 Sunnyside Road SE
Jefferson, OR 97352

Dear Mr. & Mrs. Headley,

A release, that would allow us to remove the sound berm adjacent to your property as you requested was sent to you July 17, 1980.

Without return of the release we can not schedule the removal with the contractor. Construction manpower and equipment must be scheduled well in advance, and we may already be too late to achieve removal this season.

If you have reconsidered and desire the berm to remain, I would appreciate being advised in order that we may proceed with the finishing and seeding.

Sincerely,

Richard E. Nelson
Resident Engineer

cc: Region II Office

RECEIVED
STATE HWY ENGR
AUG 13 '80
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

#7036

L.

August 4, 1980

The Honorable Mark O. Hatfield
United States Senator
Room 104 Pioneer Courthouse
Portland, OR 97204

COM 21-2

Dear Mark:

You inquired of our findings with respect to Mr. and Mrs. Robert Headley's June 30 letter objecting to the sound berm constructed on the Interstate Highway adjacent to their property just southerly of salem.

Our Department plans to remove the sound berm adjacent to the Headley and Sam Sarich property providing they both sign a release relieving us of our legal obligation with respect to the sound berm. Such a release runs with the land and is recordable in the County deed records just like any other property rights.

Releases were sent to each of these owners on July 17. To date, neither has replied. We will keep you advised of their responses.

Sincerely,

F. B. Klaboe
Director

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson - Please advise with a new rough draft when you've heard from Mr. and Mrs. Robert Headley and from Mr. Sam Sarich.

GW:HSC/rgb fn

[illegible]
Jefferson, Oregon 97352
June 30, 1980

State of Oregon
Department of Transportation
885 Airport Road
P.O. Box 14030
Salem, Oregon 97310

Attention: Mr Richard Nelson, Resident Engineer

Dear Sir:

It is our understanding that the unsightly berm of dirt, approximately, 13 ft. high, placed at the east of our property is to act as a sound barrier, because of the freeway noise. We have lived here 27 years and the State nor the Federal Govt. have ever concerned themselves before.

When the fall and winter rains have come in the past, we have had an excessive water build up, made worse since the building of the freeway. Now, you have built a berm of dirt which will alleviate any chance of water drainage in this area.

We planted a row of trees, approximately, 25 ft. tall now, along the east side of our property for a sound barrier, also for beautification, and we have been informed by forestry person that in 3 years our trees will die, as there's no way they can live in the water and the soil that will surround their roots. What is to be done to alleviate the water problem which you have forced on us? Some type of drainage system will need to be installed before winter and before further damage can be sustained. Since your Dept. is causing the water problem we hope you will see the necessity in taking care of this situation. We might add, we feel we have been singled out, as you have exposed other property in this area to the freeway noise, and forced this wall of dirt on us, which we don't want and isn't alleviating the noise, but rather causing damage.

Yours Truly,

Mr & Mrs Robert Headley
Mr & Mrs Robert Headley

cc:
Senator Mark O. Hatfield
Senator Robert Packwood
Governor Victor Atiyeh
Glen Green HiWay Adm.
Neil Goldsmidth
Oregon State Dept. of Environmental Quality

#9636

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: MEMO TO THE FILES

DATE: July 21, 1980

cc: I. H. Versteeg
E.S. Hunter
Dick Nelson

this to file

Tim

FROM: Tim H. Thex, Sr. Env. Engineer
Environmental Section

NOTED
E. S. HUNTER

SUBJECT: Noise Study Report
Battle Cr. Int.-N. Jefferson Int.
Pacific Highway (I-5)
Marion County

On Thursday, July 17, 1980, I visited the portion of the project referred to in the noise study report as Area No. 3 Station 465-485 Rt. I was investigating a discrepancy in the number of houses impacted by the noise in this area. Resident Engineer Dick Nelson had said that there were only three, while page 12 of the noise study report states that there are five.

I talked to Mr. Sarich on the project and he said that there had been 2 mobile homes renting from him and they had been moved out last week. The mobile homes were located at Station 475 and 476 Rt. These were the two additional homes referred to in the noise study report.

Mr. Sarich told me that the people were not objecting to the berm on account of appearance or noise abatement properties but because of the way the berm would affect drainage in the area. The people were worried that the runoff from the hills would back up behind the berm and flood their homes. I told him that drainage revisions in the berm would take care of that problem. I also told him that the berm was not complete. The berm would be made higher, graded, and seeded and mulched and would look much better when finished.

Mr. Sarich then told me that the land the houses were located on was zoned commercial-industrial and that plans for commercial development had been made for that area. He said that the three remaining houses would be removed in a matter of months.

Mr. Sarich, who also said he owned the trailer manufacturing outfit, said that he would be glad to have the earth from the berms dumped on his property.

The Environmental Section was informed by Region 2 on this date that the berm was scheduled to be removed. No further action on this matter will be taken by the Environmental Section.

TT:lb

cc: C. O. Fredrickson
Paul Riedl
Gary A. Potter
Adrian Olson

RECEIVED
TECHNICAL SERVICES
JUL 25 '80
REFER TO
FOR
Info | Inves | K/D | D/R | Sign | Act | File

5439.

L.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO:

RECEIVED
JUN 30 1980
NORMA PAULUS
SECRETARY OF STATE

June 27, 1980

Keppinger, Inc.
4940 Wallace Road, N.W.
Salem, OR 97304

COM 5
Contract #9036

RECEIVED
JUL - 1 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gentlemen:

This will acknowledge your letter of June 16, with attachments, stating that R. A. Hatch Company, subcontractor, owes you $23,097.40 for labor and material.

The letter states this is in reference to the Morse Bros., Inc., Contract No. 9036 for work on the Battle Creek-North Jefferson Interchange Section of the Pacific Highway in Marion County.

Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 30 11 13 AM '80

dms
cc: Morse Bros., Inc.
H. Grant
Lebanon, OR 97355

Safeco Insurance Co. of America
1500 S.W. 1st Avenue
Portland, OR 97201

bc: Hon. Norma Paulus - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Noted on Card
7-3-80 kmd

QUARRY, DITCH LINE, GRADE WORK AND COMPRESSOR WORK

KEPPINGER, INC.

BLASTING

PHONE 364-5270

4940 WALLACE ROAD N.W. SALEM, OREGON 97304

June 16, 1980

Robert W. Gormsen, Manager
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon

Dear Mr. Gormsen:

Keppinger Inc., a Rock Drilling and Blasting Company, of 4940 Wallace Road, N.W., Salem, Oregon, performed a rock drilling and rock blasting activity on the Battle Creek North Jefferson Interchange on the Pacific Highway in Marion County for the R.A. Hatch Company, General Contractors, P. O. Box 201, Bend, Oregon, 97701.

Said Hatch organization is a sub-contractor, under Morse Bros., on Contract No. 9036.

Keppinger Inc. initiated rock drilling and blasting activities on January 14, 1980, and presented a billing for rock drill equipment rental and blasting supplies used through March 17, 1980, with a billing date of March 31, 1980.

Forty-five days later, Keppinger Inc. received a two-third payment; considerable hassle preceded initial payment.

Original claim $60,695.62. Check sent for $40,000.00.

Balance owed for work done between January 14, through March 17, 1980, is $20,695.62. There is, however, a fuel deduction to be made from this billing by the R.A. Hatch Company.

Further rock drilling and rock blasting was done April 14, through April 17, 1980, by Keppinger Inc., for the R.A. Hatch Company and a billing was sent April 29, 1980. This billing was for rock drilling equipment rental, and for rock blasting supplies used, totalling $2,401.78.

The R.A. Hatch Company owes Keppinger Inc. the balance of $20,695.62 from the March 31, 1980 billing, plus the $2,401.78, for rock drill equipment rental, and rock blasting supplies used, from April 14, 1980, through April 17, 1980, for a total amount of monies of $23,097.40.

Prime Contractor on Contract No. 9036 is Morse Bros. There address is Administration Building E., Grant Street, Lebanon, Oregon.

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KEPPINGER INC.

Gary K. Keppinger

Gary K. Keppinger, Pres.

QUARRY, DITCH LINE, GRADE WORK AND COMPRESSOR WORK

KEPPINGER, INC.

BLASTING

PHONE 364-5270

4940 WALLACE ROAD N.W.   SALEM, OREGON 97304

April 29, 1980

R. A. Hatch Co.
P. O. Box 201
Bend, Oregon

CORRECTED
--COPY---

Statement for work completed:
April 14, thru April 17, 1980:

Drill Time:	24½ hrs. @ $45.00 per hr.	$1,102.50
Powder:		
11 cs. 2x16 Toval:	550# @ .8150¢	448.25
9 cs. 2x16 Hi-Drive:	450# @ .8675¢	390.38
3 cs. Tovex 800:	150# @ .8025¢	120.38
Fed. I.D. Impost Chg		28.75
Caps:		
16' (1's thru 6's)	216 @ $1.17	252.72
Fed. I.D. Impost Chg		5.40
Connecting Wire:	12 rolls @ $3.45	41.40
Sheathed Duplex Lead Wire:		
75' (shot up) @ .16¢		12.00
		$2,401.78

RECEIVED
JUN 23
COMMIS[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

QUARRY, DITCH NE, GRADE WORK AND C PRESSOR WORK

KEPPINGER, INC.

BLASTING

PHONE 364-5270

4940 WALLACE ROAD N.W. SALEM, OREGON 97304

March 31, 1980

R. A. Hatch Co.
P. O. Box 201
Bend, Oregon 97701

Statement for work completed: Jan. 14, thru March 17, 1980:

Drill Time:	
3 drills ... 3 compressors:	
total ... 810½ hrs. @ $45.00 per hr.	$36,472.50
On-the-Job Equip.	
Walking: ..... 20½ hrs. @ $30.00 per hr.	615.00
Powder:	
236 cs. 2x16 Toval: .....11,800# @.66¢	7,788.00
88 cs. 2x16 Hi-Drive:... 4,400# @.7275¢	3,201.00
126 cs. Tovex T-1: ...... 6,277½# @$1.2425	7,799.79
Fed. I.D. Impost Chg.	561.95
Caps:	
16' (1's thru 6's) ....2,485 @ $1.10	2,733.50
(7's,8's) .... 303 @ $1.11	336.33
40' (1's thru 4's) .... 29 @ $2.15	62.35
(11's) .... 45 @ $2.17	97.65
Fed. I.D. Impost Chg.	71.55
Connecting Wire: ....78 rolls @ $3.00 ea.	234.00
Sheathed Duplex Lead Wire:	
1,635 ft. (shot up) @ .14¢	228.90
Heavy Haul: Move-In (3 sets of Equip. @$75.00 ea....	225.00
Move-Out (3 sets of Equip. @$75.00 ea....	225.00
2/25 Purchased Felt pads	25.20
3/6 Purchased Felt pads	17.90
	$60,695.62

RECEIVED
JUN 3
COMMISSION
DEPARTMENT OF TRANSPORTATION

#7636

示本 **HOPSING CORP.**
P.O. BOX 201
BEND, OREGON 97701
(503) 389-6033

RECEIVED
STATE HWY ENGR
JUN 26 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
JUN 25 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

June 20, 1980

Morse Bros., Inc.
32260 Hwy. 34
Tangent, OR 97385

Attn: Gary Ross
Re: Claim for underpayment of materials on hand.

Gentlemen:

I have received the copy you forwarded of the letter you received from Mr. Richard E. Nelson, "Resident Engineer," concerning materials payment.

Mr. Nelson quotes a portion of Subsection 109.10 (e), in his second paragraph, which has no bearing on the problem. I am not requesting payment exceeding the net cost to myself, and I am not requesting payment for anything more than the cost of materials themselves.

The bid price of the items involved certainly allows a reasonable amount for installation labor. The second sentence Mr. Nelson quotes is clearly intended to exclude only those costs beyond actual net materials cost or beyond a cost which, along with installation cost, will not exceed the contract amount for the related items.

Section 109.09 requires the engineer to estimate and pay for work completed (first sentence), which specifically includes materials on hand (second and third sentences). The amount to be withheld is specifically and clearly defined in the remainder of the first paragraph, including "an amount to be retained in protection of the State's interests," which in turn is limited to 5% by the third paragraph. I see no reason or right of Mr. Nelson to protect the State's interest beyond the protection provided by the contract procedure unless he has a specific, identifiable failing or lack to point to. The materials in question were inspected by the State.

Frankly, I'm tired of spending time on nit-picking details. If Mr. Nelson wants to pick nits, it can easily be shown that he is in violation of the contract, since it is his responsibility to estimate and pay for materials on hand (section 109.09 again) and section 109.10 (e) para. 2 requires the contractor only to "make available...(documents)... as the engineer may request." Mr. Nelson should have paid for these materials on the March estimate.

I also object to the last paragraph of Mr. Nelson's June 10 letter. I don't know what the purpose of the quotation marks around HOPSING CORP. might be -- I guess he is free to put quotes anywhere he likes -- but I certainly can take issue with the last sentence, in which he says he "doesn't know what relevance (Hopsing's being a small minority contractor) has to the subject at hand." Apparently we need to remind Mr. Nelson that the EEO and MBE requirements are federal, and that the State is supposedly taking affirmative action also in this regard. See pages (a) and (b) of the Special, "SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS, FEDERAL-AID HIGHWAY CONSTRUCTION," especially paragraphs 1 and 6.

I would like to involve the State's EEO and MBE people, and explain to them one of the hazards of being a small, minority contractor working for the State of Oregon. I'm sending them copies of this letter and related correspondence.

Please consider this letter a formal request for payment of the unpaid materials-on-hand amount of $1958.00 ($18,608 less $16,650 received).

Please consider this a formal claim for the time value of funds not received:

$18,608 for 30 days (Apr. 23 - May 23) @ 16%	$244.04
$1,958 for 31 days (May 23 - June 23) @ 14%	23.22
$1,958 @ 12% from June 23 until paid	?
TOTAL	$267.26+

Please consider this also to be a formal complaint against the conduct of Mr. Richard E. Nelson, and process as required in each case.

Yours truly,

HOPSING CONSTRUCTION CO.

Christopher D. Scarratt

Christopher D. Scarratt
President

CDS/lst

cc: OSHD, EEO & Labor Compliance - Attn: Mr. Gareld Inloes & Mr. John Widmer
C. O. Fredrickson, Region Engineer
Fred Klaboe, OSHD Director

OREGON STATE
HIGHWAY DIVISION
885 Airport Road
Salem, OR 97310

June 10, 1980

Morse Bros., Inc.
32260 Highway 34
Tangent, OR 97389

Attention Gary Ross

Gentlemen:

Reference your June 6, 1980 letter - received June 9, 1980.

Subsection 109.10 (e) General; of the standard specifications quote in part: "allowances shall be in amounts not exceeding the net cost to the contractor;" and "the allowance shall be further limited to the difference between the bid price and the costs of incorporating the material in the completed project as estimated by the engineer."

I have estimated the value and have made payments in accordance with this specification.

If anyone desires to make charges of contract violation, I would suggest they read the specifications and quote therefrom their position for evaluation.

I did, as requested, take note that "Hopsing Corp." is a small minority business contractor. I don't know what relevence this has to the subject at hand.

Sincerely,

Richard E. Nelson
Resident Engineer

cc: Region II

RECEIVED
JUN 10 1980
MORSE BROS. INC.
2540

RA Hatch
6-10-80
JB
copy to Bend
6-11-80
Hopsing. 6/13

May 30, 1980

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

Re: OSHD Contract No. 9036
Battle Creek - N. Jefferson Interchange

Dear Sirs:

We notice on our April estimate for the referenced project that we have been underpaid for materials on hand. We are aware that you have contacted the resident engineer and that several letters have been written back and forth regarding this matter.

The resident engineer is in violation of the contract between yourselves and the State and subsequently you are in violation of your contract with us.

Please notify the resident that we are a small minority business contractor and we are prepared to finance our contractual obligation but we have no intention of loaning money to the Oregon State Highway Department.

We will expect the State to include the balance of our materials on hand with our next estimate. If this is not done we will take steps to terminate our Subcontract and seek damages.

Yours very truly,

HOPSING CONSTRUCTION CO.

Christopher D. Scarratt
President

CDS:lst

To Bend

contract [illegible]

RECEIVED
MAY 2? 1980
MORSE BROS. INC.
TANGENT

OREGON STATE
HIGHWAY DIVISION
885 Airport Road
Salem, OR 97310

May 19, 1980

Morse Bros., Inc.
32260 Highway 34
Tangent, OR 97389

Attention Gary Ross

Dear Gary,

In response to your May 16, 1980 letter questioning payment for materials on hand. You will note that a large percentage of dollar volume has been paid at full invoice price requested. You have appropriately acknowledged that the allowance may be adjusted to allow for the cost of incorporation into the project. We have taken a liberal interpretation of the specifications "on property in close proximity to the project", however, in making this interpretation I also must consider that, based on experience, that 100% of the material will not be acceptable for use when it is time to incorporate it into the project. This is also true of some materials stored on the job site. The reasons for unacceptability are numerous; transportation damage, to and on the project, material used in non-pay activities, vandelism, theft, lost, certifications that prove to not be in order or that testing proves are invalid, and etc.. I will acknowledge that a 90% allowance is somowhat arbitrary, however, experience has proved it to be realistic.

I would like to call your attention to the fact that we have recently experienced some problem with certifications being with a shipment when it arrives at the job site. Materials not accompanied by appropriate certifications and/or testing reports are not to be unloaded on the job site.

I trust this answers your questions, if not, please advise.

Sincerely,

Richard E. Nelson
Resident Engineer

cc: R.A. Hatch, Bob R., Bob C., Rob A., Bend R.

Noted
Gary L. Ross

9036

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5 - 30 - 80

FEDERAL AID PROJECT NO. 5-4(86)245

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90265

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

6/4

RECEIVED
STATE HWY ENGR
JUN 4 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Att	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7-13-79	5-5-80	Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Battle Creek - North Jefferson Interchange Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance approval date of 5-5-80 as requested in Mr. Swan's letter of 5-21-80 for federal participation in the second relocation of Pacific Northwest Bell's telephone cable at a TEC of $675 - Federal Funds $622.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-30-80	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-658

9036

CON 5

May 22, 1980

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

Battle Cr.-N. Jefferson Interchange
Pacific Interstate (I-5) Highway
Contract No. 9036
Added Grading, Paving & Structure Work

In our letter to you of May 2, and at your last Board meeting on May 14, we presented for your consideration and approval a request for an exemption to exceed the 10 percent limitation of OAR 127-10-150 on an amendment to Contract No. 9036 for added grading, paving and structure work on the Battle Creek-N. Jefferson Interchange Section.

Decision on this request was deferred for further study and consideration at the scheduled May 29 meeting of the Board.

Since the time we decided to proceed with a redesign of the project in the affected area and made our request to you for the specific exemption, a number of things have occurred which now make it less prudent to make the change.

First, a cutback in Federal Highway Administration funding of approximately 25 percent for their next fiscal year, and their stated intention to continue this reduction in funding, pushes a considerable amount of our proposed federal aid work several years ahead.

Also, we have made a thorough analysis of the effect of inflation on our overall program, especially the increasingly high cost of petroleum products, and we are experiencing a considerable reduction in our revenues from fuel taxes below what was projected.

The analysis of all these factors and development of new revenue and expenditure projects has just begun to come together, so that it appears now that the reconstruction of the Salem Bypass to six lanes, which the requested change was to accommodate, cannot be funded for several years and possibly longer.

While the economics of doing the added work under the present contract are still there, there are also the current funding problems and the higher priorities of other work which offset these benefits.

For the above reasons we have reconsidered the matter and decided it would not be prudent to proceed with the change at this time.

We therefore respectfully request that our proposal be withdrawn.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:mk jh
bc: C. T. Keasey
C. O. Fredrickson
Richard Nelson

1036

RECEIVED
TECHNICAL SERVICES
MAY 22'80
REFER TO
FOR

Info	Invs	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

ROW 18-4

May 21, 1980

Second Relocation
Buried Telephone Cable
Pacific Northwest Bell
Battle Creek-North Jefferson Interchange
Section
Pacific Hwy.
Marion County
Project I-5-4(86)245

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Here is a copy of an estimate of cost for the second relocation of a section of Pacific Northwest Bell (PNB) buried cable and a sketch showing the proposed relocation.

PNB's buried cable was relocated to its present location to accomodate a plan and grade change to allow the utilization of a rock source and to eliminate a proposed retaining wall. Subsequent staking of a proposed access road to adjacent property disclosed a conflict with the relocated cable, thus requiring a second relocation of PNB's facilities.

It is the State's policy to reimburse utilities, even when located on public road right of way, for second relocations required because of engineering error or change in construction plans.

The conflict was not originally anticipated. PNG was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbaly notification of conflict, the estimate and sketch submitted herewith, and our letter authorizing them to proceed with the work.

An appropriate permit for PNB's relocated facilities will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a segment of cable less than one mile in length. There will be no betterment derived from the proposed adjustment.

Your approval of the actual cost agreement, as evidence above, and confirmation of Glenn Hossner's verbal authorization to proceed with the work as of May 5, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $675.

Yours truly,

D E Swan

D. E. Swan
Operation Programming Engineer

JMC/vlw

[illegible] Jack H. Cartwright Don Radfo

36

2

May 2, 1980

Public Contract Review Board
100 State Office Building
Salem, Oregon 97310

SUBJECT: Battle Cr.-N. Jefferson Interchange Section
Pacific Interstate (I-5) Highway
Contract No. 9036
Added Grading, Paving and Structure Work

Gentlemen:

In accordance with the provisions of OAR 127-10-160, the Oregon Department of Transportation hereby applies for the exemption of certain work which is proposed to be added to the subject contract and which exceeds the limitations set forth in OAR 127-10-150(2).

A. The subject contract was awarded in September 1979 for reconstruction of the 5.6 mile section of Interstate Highway 5 from the Battle Creek Interchange to the North Jefferson Interchange. The contract provides for two lanes each direction and for an additional 3.5 mile northbound truck climbing lane. The contract also provides for a major revision in the configuration of the Battle Creek Interchange. Contract completion is scheduled for the early summer of 1982.

After award of the contract, the U.S. Secretary of Transportation approved the expansion of the section of Interstate Highway 5 directly north of this section for development to a six-lane facility with three lanes each direction. This will require the northerly end of the subject project to be widened to provide a logical terminus for the proposed six-lane section. The required widening will add an additional lane for southbound traffic for a distance of approximately 8500 feet, and an extension of the northbound climbing lane for a distance of 4800 feet. (See attached sketch map.)

It is desirable to do this additional work in concert with the present contract in order to obtain design, safety and cost benefits.

B. The amount of the present contract is $11,394,221.50. The proposed additional work has an estimated net cost of $2,150,000, or 19 percent of the original contract amount. Of this estimated increased cost, approximately $385,000 will be done at contract bid prices. The contractor is willing to do this added work and price discussions are in progress.

C. The cost of providing an equivalent facility at a future date, at today's prices and not allowing the current 16 percent inflation rate, is estimated to be $2,650,000. A savings of approximately $500,000 is expected by adding this work to the present contract.

Because of the changes in the interchange configuration under the current contract, traffic is handled in a manner permitting the proposed additional widening to be accomplished with virtually no added interference. Two lanes of traffic flow in each direction will be maintained at all time with no stoppages, slowdowns or lane control measures that would not be required under current contract conditions. Once the interchange revision is completed, handling of traffic in this manner would not be feasible.

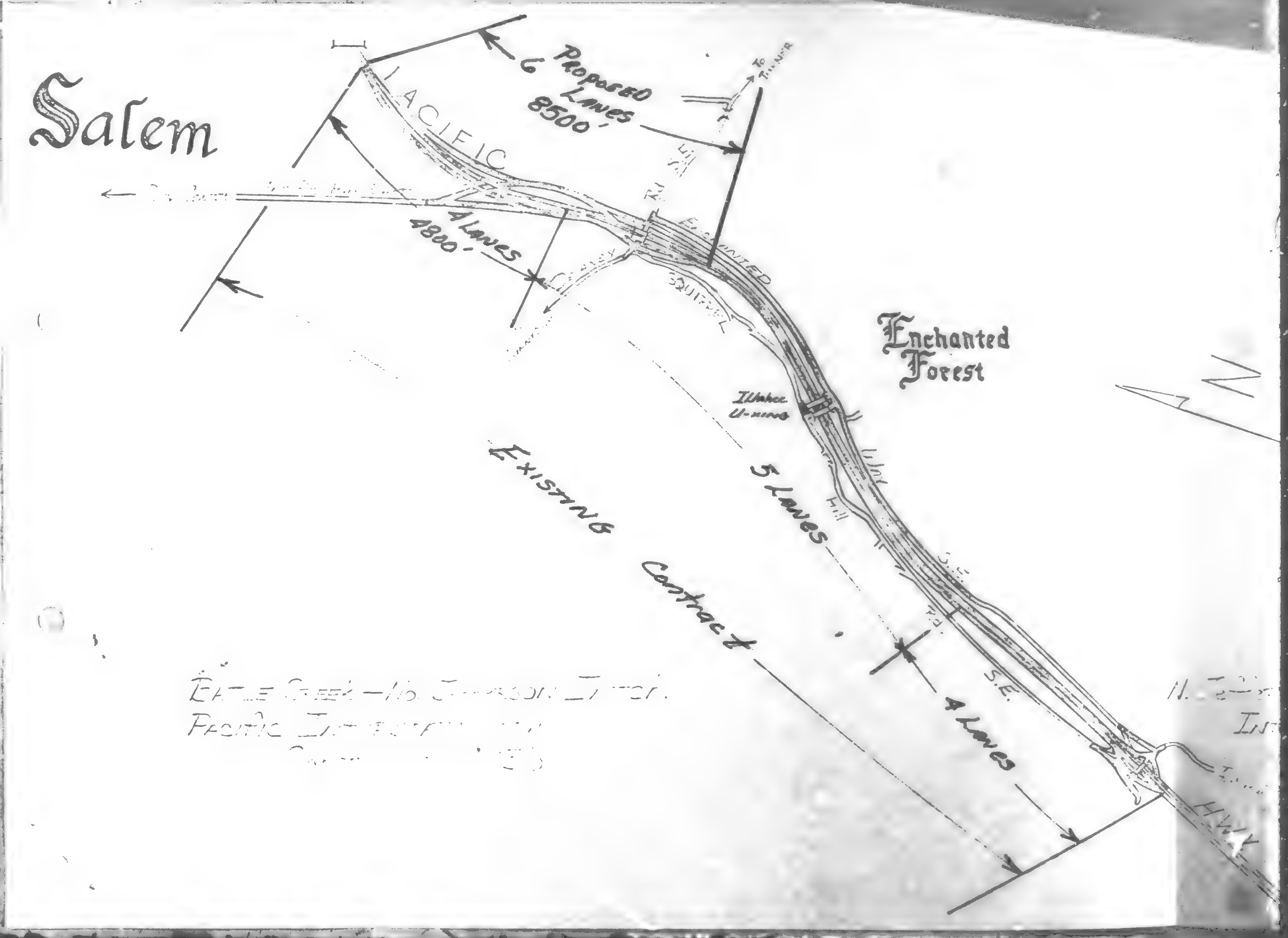
We believe it to be in the public interest, from the standpoint of dollar savings and for the safety and convenience of the motorist, to proceed with this work by adding to the existing contract. This conviction is concurred in by the Federal Highway Administration. We, therefore, respectfully request your granting an exemption of this contract amendment from the competitive bidding requirements of ORS 279.015.

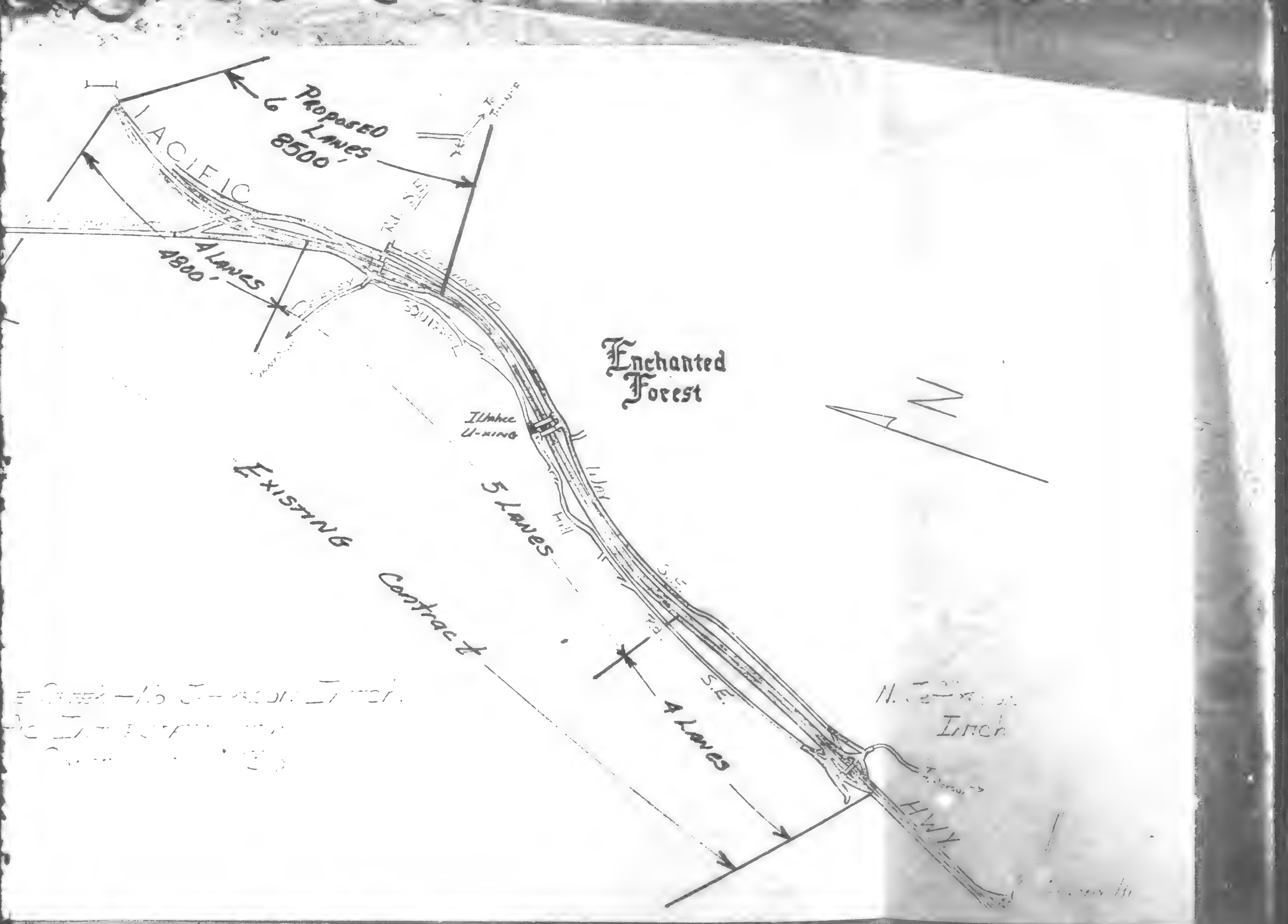
Sincerely,

H. S. Coulter
State Highway Engineer

GW/rgb/OBJ:fr;pf
Attachment

cc: C. T. Keasey
C. O. Fredrickson
Richard Nelson


Salem
Pacific
Proposed
6 Lanes
8500'
4 Lanes
4800'
Existing Contract
5 Lanes
4 Lanes
Enchanted Forest
Illahee U-xing
Hwy
S.E.
N
To Turner
Battle Creek – No. Jefferson Inter.
Pacific Interstate Hwy


Proposed
6 Lanes
8500'
4 Lanes
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Forest
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U-xing
Existing Contract
5 Lanes
4 Lanes
S.E.
HWY
Inch

90[illegible]

624-1039

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

RECEIVED
STATE HWY ENGR
APR 24 '80
REFER TO

FOR
Info | Inves | R/D | D/R | Sign | Act | File

April 24, 1980

Mrs. Donald A. Coon
8322 Squirrel Hill Road
Salem, OR 97302

NOTED
H. S. COULTER

Dear Mrs. Coon:

I regret any problems or inconveniences that may have been caused you by the construction activities near your home. We were aware of the damage to the power lines by the contractor, but until recently when you contacted Dick Nelson, Resident Engineer in charge of the project, he was not aware of any damage to your personal facilities.

When notice was received, the contractor, Morse Bros. Co., PO Box 7, Lebanon, OR 97355, Salem phone number 364-2415, was immediately notified of a damage claim and they promised immediate action. Mr. Nelson will be contacting you again to verify that resolution of the claim is being actively pursued by the contractor.

Portland General Electric is a private company, that operates under their own jurisdiction and responsibility. We have not and can not give them permission to enter onto your property.

Mr. Nelson has requested that the contractor contact PGE and resolve any division of or joint responsibilities.

We sincerely hope that the construction does not create any more problems for you, but if you have any problems or any questions concerning the project or its progress, please don't hesitate to call or contact Mr. Nelson at 885 Airport Rd., Salem, 97310, 378-8135.

Sincerely,
ORIGINAL SIGNED BY
GERALD W. WIMER

Gerald Wimer
REGION II CONSTRUCTION ENGINEER

GW/rgb
cc: [redacted]
Richard Nelson-Please follow up on this matter and advise upon its resolution.
b.c:, C. T. Keasey, Roger Trygstad

State Highway Dept.
Ore. Dept of Hwy.
Salem 97310

[illegible]

Gentleman,

I have talked to Mr. Nesley, Legal Dept. of Highway Com.,
he stated I write you a letter informing you of some of
the problems that occurred the past months, since
construction has begun on the new freeway near our ho
First off there were trees cut down in front of our
house, causing damage to our electrical connection &
I feel I should have been told, I was working a coup
of feet from where the wires were jumping & swaying &
it looked as if our pole was breaking off. I could have
very easily been electrocuted as I had water running wa
ing potatoes for an order that day & I do you & small
children out-side playing also. Mr. Neeley feels I should
be told if any-thing dangerous is being done as our hou
is very close to the construction point, he also asked me
to use his name, he also feels I haven't been considered.
Several months ago my husband was told he has cancer
of the eye & at this time he is not able to take care of
these problems & its up to me to look after our interests
There has been large trucks coming down our black
top driveway & yard with-out my permission, I have
extensive landscapings, they have drove over the
top, with stakes 5 ft. tall so I'm sure they could be
seen very easily, also drove over my dog long stain
less steel pail, the black top is cracking now &
sinking due to the heavy trucks, we did not have it

[illegible] for this, & [illegible] warning or notice as we did not ex-pect this to be happening, I feel this should be taken care of & my bushes & shrubs planted back as they were be-fore. I called Portland General Electric & Dallas Melcher came out & he said he was sure they didn't do it intentionally & that was the all the satisfaction I got. The tree surgeons large truck had 3 men, they could have gotten out & move a piece of steel along drive & could have easily made it without completely wiping out our planting that have been in for several years! We absolutely did not give them any permission to come. Again I do have 2 small children & if they aren't me observing what will keep them from running over them.

Do to all the Electric surges & power being off for several months we have lost appliances our freezer with meat being etc. I was asked by Portland General Electric to send a loss into R. A Hatch Co. at Bend concerning this.

I'm sure there will be more problems being so close to the construction site but we please ask that we could have more consideration shown to-ward our belongings, the way it is we are loosing planting now. I ask that these things are taken care of soon. Thank you

Mr. & Mrs [illegible]

90 6

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Date: March 10, 1980

Subject: Oregon Project I-5-4(86)245
Battle Creek Interchange -
North Jefferson Interchange Section
Pacific Highway (I-5)

Reply to Attn. of: HFO.2-OR

From: G. L. Green, Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

Cont 4
Con 2 - 2 I-5

Mr. E. Hunter's March 7, 1980 letter proposed expanding the existing contract to provide an adequate connection at the north end of the subject section with the recently approved 6-lane expansion of the adjoining Hayesville-Battlecreek Section.

The changes necessary would include widening the Northbound structure over the South Salem off-ramp, extending the Northbound third lane approximately 4,800 feet to the North end of the subject project and constructing three lanes Southbound from the North end of the project, approximately 8,500 feet through the Sunnyside-Turner Interchange.

We concur that it would be in the public interest and approve expanding the existing contract to perform such work at this time.

Original Signed By
C. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
OSHD (E S Hunter)

NOTED
E. S. HUNTER
cc Varstep
Hunt
3-14-80

MAR 12 '80
REFER TO
FOR
Info Inves R/D

#9036 2-11-80

2

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-4(63)218

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
I-501C

COUNTY NAME
Linn and Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 13 '80
REFER TO
Moehring
FOR
Info Inves R/D D/R Sign Act File

2-13
Orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 2/11/80	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Battle Creek Junction - Halsey Interchange Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/1/80 I approve the revised Preliminary Engineering costs to a TEC of $804,524 with Federal participation limited to $872,200.
(Increase TEC $120,160 - F. F. $110,859)

DATE 2/11/80	SIGNATURE OF APPROVING OFFICIAL G. K.	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-658

9036

DEPARTMENT OF JUSTICE

Memorandum

TO: G. W. Wimer
Regional Construction Engineer

DATE: December 7, 1979

FROM: Jack L. Sollis
Assistant Attorney General & Counsel

NOTED
H. S. COULTER

SUBJECT: Contract No. 9036
Battle Creek-N. Jefferson Int.
Contractor - Morse Brothers Inc.

In reply to your memo of December 6, 1979 concerning the method of advising the contractor that his proposal on the above contract has been accepted, it is my opinion that the paragraph at the bottom of the first page of the letter of September 26, 1979 which advised the contractor that by signing the contract the contractor would agree to a reduction in the number of cubic yards of concrete from 1120 cubic yards to 720 cubic yards without any additional compensation was not proper.

Once a contractor has bid on a job its bid must be accepted as bid and in accordance with the plans and specifications it bids on. If any adjustments are necessary they can be made after the contract is executed. The only other alternative is to reject all bids and readvertise the job.

It is therefore my opinion that the paragraph above referred to was not proper, is not binding on the contractor and that contract as signed by the contractor is the legally binding contract between the State and Morse Brothers.

I would therefore suggest that a price agreement be negotiated with the contractor reflecting the reduction in cubic yards of concrete and the amount that the Highway Engineer determines the contractor is due because of such reduction.

This matter has been discussed with Mr. Hunter and he concurs.

JLS:sjb

cc: ✓Ed Hunter
Jack Sullivan
Cecil Head

RECEIVED
TECHNICAL SERVICES
DEC 10 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

1036

PRO 6-2

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region Engineer

DATE: December 7, 1979

FROM: D. H. Moehring
Asst. State Highway Engineer

SUBJECT: Frontage Road Overlay
Battle Creek-N. Jefferson Intchg.
Oregon Project No. I-5-4(86)245
Contract No. 9036

The FHWA informed us on October 24, 1979 that, in their review of the plans, they overlooked the proposed 2 inch pavement overlay for those frontage road segments which were not affected by Interstate improvement work. Those undisturbed frontage road overlays are not eligible for Federal funding.

Those frontage roads are to be overlaid as shown on the plans, but the costs for the overlay work are to be segregated and charged to group 9, nonparticipating. These costs will be paid with State funds.

We understand there has been a slight change in the Interstate improvement work that causes a change in the amount of the eligible frontage road realignment work. Also, that this change has been approved by the FHWA.

Since the Resident Engineer has the best information available, would you have him show, on a set of plans, the frontage roads that are not eligible for Federal reimbursement and send them to me, as well as an estimate by bid item, quantity and price for the cost of this nonparticipating work.

DR:fkc

cc: H. S. Coulter
C. T. Keasey

RECEIVED
STATE HWY ENGR
DEC 10 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials
81-125-1387

SP*75663-125

9036

November 13, 1979

Contract #9036

The Honorable L. B. Day
State Senator
Post Office Box 3048
Salem, Oregon 97302

Dear L. B.:

A while back, you asked me to look at the possibility of converting the South Salem Interchange into a full four-way one instead of leaving it like it is today.

Under the contract let a couple of months ago, we will change the left-hand off ramp to a right-hand off ramp, but do not care for making a full interchange out of it. A report stating our reasoning, cost, etc., is enclosed that will give you more details.

If, after you have studied it, you have questions, please call.

Sincerely,

F. B. Klaboe
Director

FBK:fn

Enc.

cc Scott Coulter

cy: Fredrickson

STATE OF OREGON
ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

DATE: October 30, 1979

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

FROM: Adrian Olson
Preliminary Design Engineer

SUBJECT: Battle Creek Interchange
Battle Creek-North Jefferson Intchge. Section
Pacific Highway (I-5)
Marion County

As requested, we have investigated the problems of making a full interchange at Battle Creek, just south of Salem. Currently this interchange with Pacific Highway West (Commercial Street) allows moves only to and from the south. The reverse moves are made at Sunnyside Road Interchange, a short distance to the south. A copy of the Salem area map is attached showing this, with the interchange revisions presently under construction.

At the public hearing on this section the City of Salem went on record opposing a complete interchange at Battle Creek in order to control urban growth. A new interchange at Kubler Road, approximately two miles north, was supported as appropriate to best serve the overall area. A copy of the Mayor's testimony is attached. A copy of a portion of the current Transportation Improvement Program is also attached indicating the allocation of transfer funds in fiscal years 1981-1983 for the Kubler interchange.

Also attached is a copy of CM 32-01, September 1964, setting out FHWA policy on financing of interchanges approved after August 31, 1964. This states that there will not be FAI funds used, but that there may be use of other appropriate funds such as FAP or FAU. Transfer funds could probably also be used.

If completion of the interchange is considered, it would appear that revision to a trumpet type interchange would be the most appropriate and least expensive way to provide the additional moves. A sketch of such a pattern is attached. It appears that a minimum 150-foot radius loop can be obtained. A rough estimate of cost would be $850,000 to $1,250,000, depending upon the need to widen the structure over the ramp.

Another alternate would be a split diamond to a new local road under the freeway north of Battle Creek, but this would require two or three new structures under the freeway as well as right of way and construction of the local road. This would probably cost in excess of $2,500,000.

ADO:cj
Attachments

copy to L.B. Day
w/attach/map

NOTED
F. D. KLABOE

Contains
Recycled
Materials
1.125.1387

#7036

4

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: October 24, 1979

In reply refer to: HFO.2-OR

SUBJECT: Oregon Project I-5-4(86)245
Battle Creek-N. Jefferson Intchg. Section
Pacific Highway
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

In our review of the PS&E documents for subject project we inadvertently overlooked the proposed 2 inch pavement overlay for those frontage road segments which were not being affected by Interstate improvement work. These undisturbed frontage road overlays are not eligible for Interstate funding. Please initiate necessary actions to correct this oversight.

G. K. Hansen
for G. L. Green

cc:
OSHD (C Laux, Proj Mgmt)

RECEIVED
STATE HWY ENGR
OCT 25 '79
REFER TO Moehring
FOR

Inf	Inves	R/D	D/R	Sign	Act	File
					✓	

10-26
cf

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-4(63)218

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 501C

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
10-16 orig Moehring
FOR
Info Invest R/D D/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-5-79

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Battle Creek Junction - Halsey Interchange Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 17, 1979, I approve the revised preliminary engineering costs to a TEC of $752,040 with Federal participation limited to $693,665. (Increase TEC of $174,040 - Federal Funds $160,565)

DATE 10-5-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-918

7-19-74

CON 21-2
I-5. E
(Sp.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 5-4(63)218

STATE PROJECT NO.: BATTLE CREEK JUNCTION - HALSEY INTERCHANGE SECTION

COUNTY NAME: LINN AND MARION

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-501C

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JULY 19, 1974	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S JULY 18, 1974 LETTER YOU ARE AUTHORIZED TO PROCEED WITH PS&E PREPARATION FOR THE ILLAHEE TRUCK CLIMBING LANE AS PROGRAMED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
STATE HWY ENGR
JUL 22 74
REFER TO Hunt
FOR

Info	Servs	R/D	D/R	Sign	Act	File
						✓

Orig -

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 19, 1974		DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Con-
I-5, E.
Ap.
Battle Cr.-
Talbot
Rd.

July 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. I-5-4(63)218
Battle Cr. Jct.-Halsey Interchange Section
(Preliminary Engineering)

We hereby request your authorization to proceed with P.S. & E. preparation for the Illahee Truck Climbing Lane as programed on the subject project. The design is included in the Battle Creek-Talbot Road Section and design approval was given for this section in your letter of June 24, 1974.

We will forward a revised project agreement estimate and modification of project agreement for the project after receipt of your authorization to proceed as requested.

CL:dc

9036

STATE OF OREGON
ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

DATE: October 1, 1979

TO: MEMO TO THE FILES

FROM: Donald N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Battle Creek-N. Jefferson Interchange Section
Pacific Highway
Marion County

On this date I telephoned Dick Nelson, resident engineer, and requested that on the subject project the drain pipe be located one foot outside of the driving lanes on both the median and shoulder sides of the roadway.

This action was prompted by recent concern over possible failure of driving lane edges due to differential compaction.

NOTED
E. S. HUNTER

DNS:cj

cc: E. S. Hunter
J. H. Versteeg
D. Christensen
C. Fredrickson
Dick Nelson
D. Stoudenmeyer

RECEIVED
TECHNICAL SERVICES
OCT 2 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Ign	Act	File

Contains Recycled Materials
81-125-1307

SP*75693-125

#9036

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: MEMO TO FILE

DATE: September 17, 1979

FROM: L. E. George
Traffic Engineer

NOTED
H. S. COULTER

SUBJECT: Battle Creek Interchange
Elimination of Left-Hand Off Ramp
Interstate 5
Salem

On Thursday, September 13, Monte King, a Legislative Assistant for Representatives Grannel and Stevenson, requested information concerning the elimination of the left-hand off ramp at the subject location. Copies of an updated collision diagram for this location will be hand carried to Monte King per his request.

He also asked if we could do a benefit/cost analysis concerning eliminating the left-hand off ramp as opposed to keeping it. He was informed that we do not have the manpower time in the Traffic Section to undertake this type of analysis at the present time. It was suggested that if he needed this information, he write to the Highway Division requesting the analysis. Monte is questioning the need for eliminating the left-hand off ramp.

L E George
L. E. George
Traffic Engineer

DKH:jrb

cc: L. W. Rulien
E. S. Hunter

9-19 cup

Send cc Klaboe
Coulter
Tomlinson
making info R

RECEIVED
STATE HWY ENGR
SEP 19 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9036 1-5

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

DATE: September 4, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Revisions
Battle Creek - N. Jefferson Interchange Section
Pacific Highway
Marion County

Attached are approved revised sign study plans for the above-named project.

LEGeorge
L. E. George
Traffic Engineer

ELS:jrb
Attachment
cc w/attach.: C. O. Fredrickson
F. T. Lacey
Lyle Watson

REFERRED TO
Beard
Cole
Erikson
Harper
Sample
Watson
Dern
Lau
Return [✓ Discard] Do File Copy Due
BY FINAL DESIGN ENGINEER

Plan kept by Beard

Versteeg
Anderson
[✓ Christensen]
Olson
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
SEP 06 1979
ROAD DESIGN SECTION

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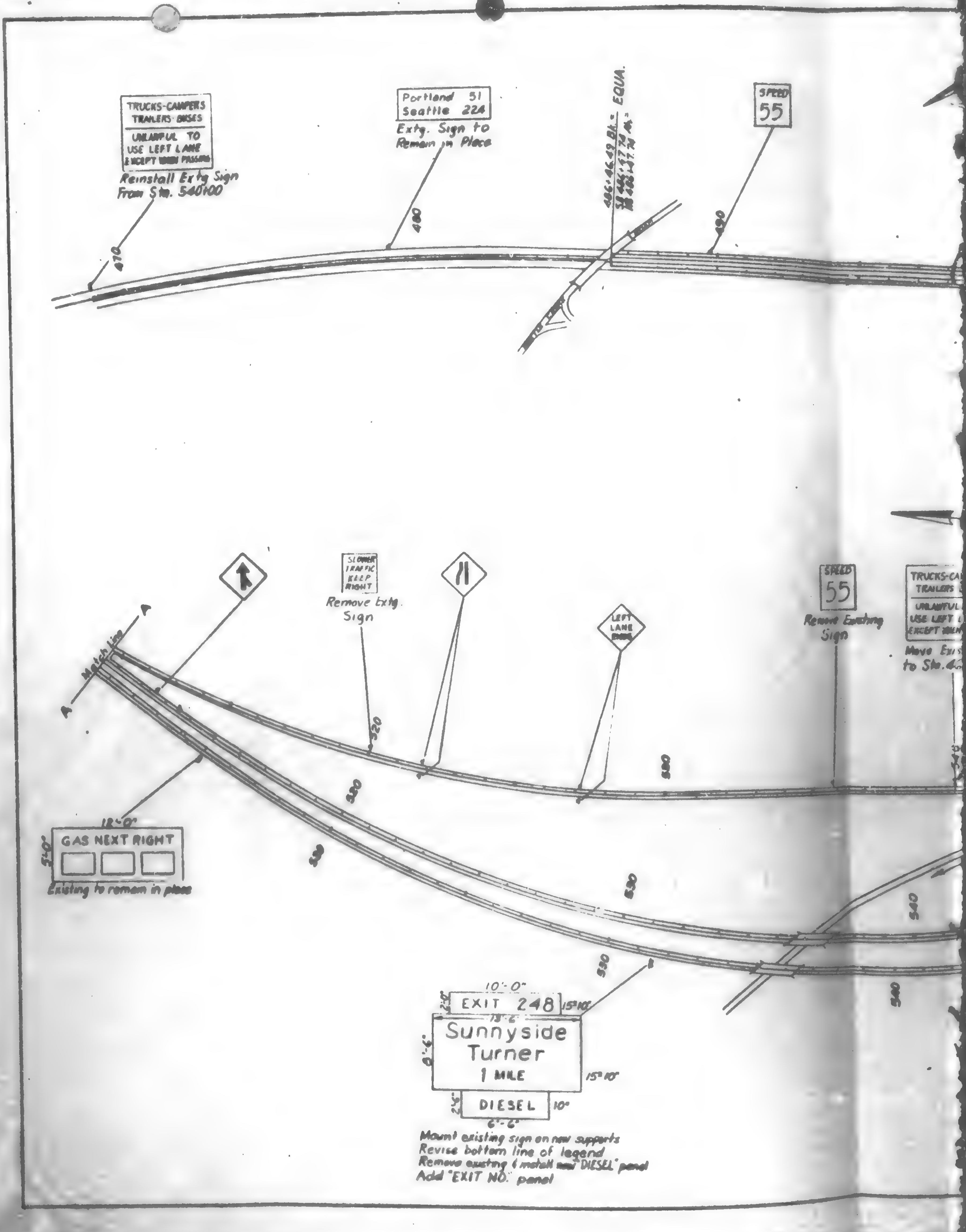
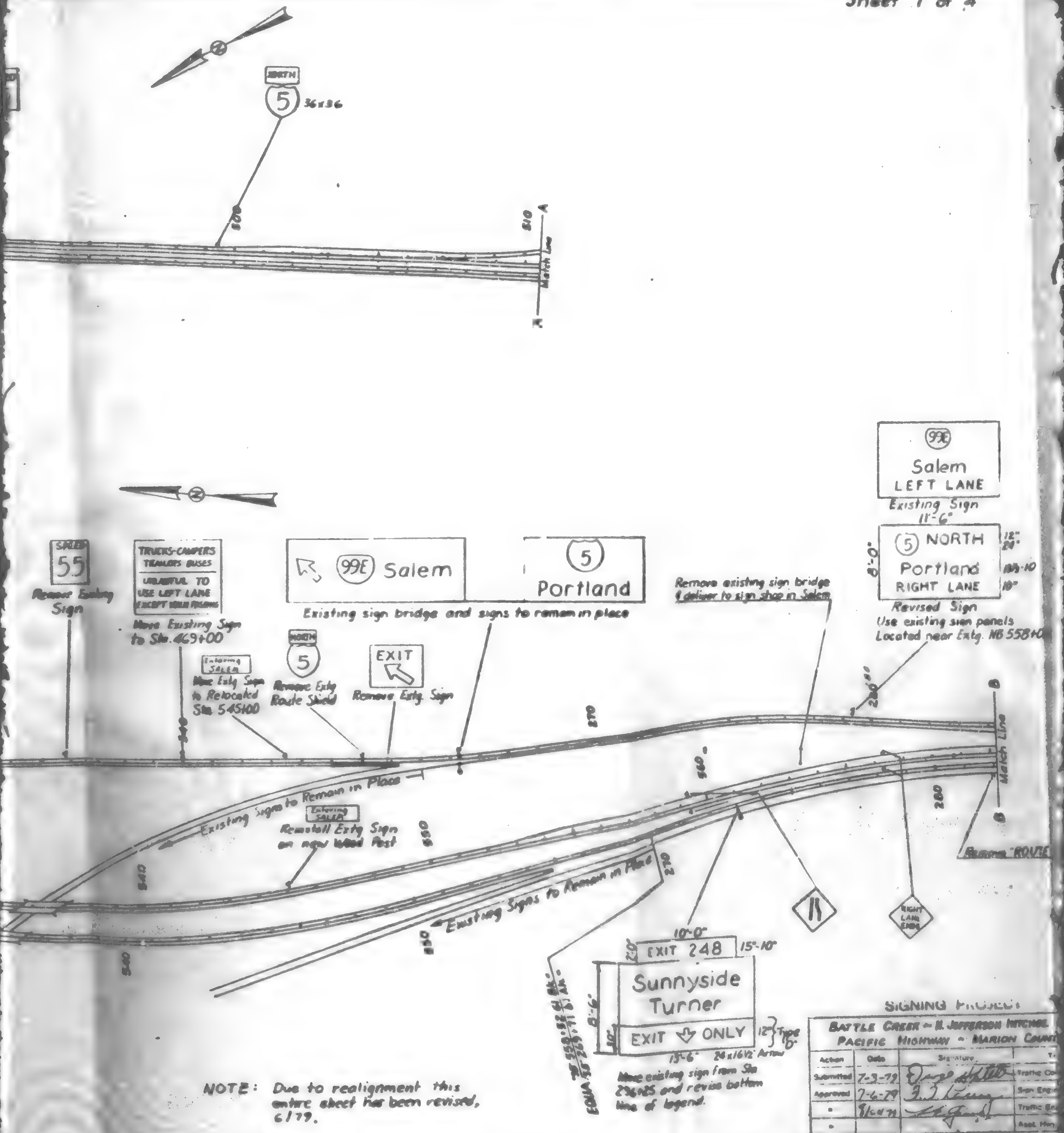


TRUCKS-CAMPERS TRAILERS-BUSES
UNLAWFUL TO USE LEFT LANE EXCEPT WHEN PASSING
Reinstall Extg Sign From Sta. 540+00
Portland 51
Seattle 224
Extg. Sign to Remain in Place
EQUA.
SPEED 55
470
480
490
Match Line
A
A
SLOWER TRAFFIC KEEP RIGHT
Remove Extg. Sign
LEFT LANE
SPEED 55
Remove Existing Sign
TRUCKS-CAM
TRAILERS
UNLAWFUL
USE LEFT L
EXCEPT WHE
Move Exis
to Sta. 42
520
530
540
12'-0"
5'-0"
GAS NEXT RIGHT
Existing to remain in place
10'-0"
2'-0"
EXIT 248
15'-10"
13'-6"
8'-6"
Sunnyside
Turner
1 MILE
15'-10"
2'-6"
DIESEL
10"
6'-6"
Mount existing sign on new supports
Revise bottom line of legend
Remove existing & install new "DIESEL" panel
Add "EXIT NO." panel

Sheet 1 of 4


NORTH
5
36x36
510
A
Match Line
A
SPEED
55
Remove Existing Sign
TRUCKS-CAMPERS
TRAILERS BUSES
UNLAWFUL TO
USE LEFT LANE
EXCEPT WHEN PASSING
Move Existing Sign to Sta. 469+00
99E Salem
5
Portland
Existing sign bridge and signs to remain in place
Entering SALEM
Move Extg. Sign to Relocated Sta. 545+00
NORTH
5
Remove Extg. Route Shield
EXIT
Remove Extg. Sign
270
Remove existing sign bridge & deliver to sign shop in Salem
99E
Salem
LEFT LANE
Existing Sign
11'-6"
5 NORTH
Portland
RIGHT LANE
8'-0"
12"
24"
18-10
10"
Revised Sign
Use existing sign panels
Located near Extg. NB 558+0
B
Match Line
B
280
Remove "ROUTE
Existing Signs to Remain in Place
560
Entering SALEM
Reinstall Extg. Sign on new Wood Post
550
540
Existing Signs to Remain in Place
270
550
540
RIGHT LANE ENDS
10'-0"
2'-0"
EXIT 248
15'-10"
Sunnyside
Turner
8'-6"
EXIT ONLY
10"
12" Type D
15'-6"
24x16½" Arrow
Move existing sign from Sta 236+25 and revise bottom line of legend.
EQUA. 550+55.12 BK.
EQUA. 285+11.61 AH.

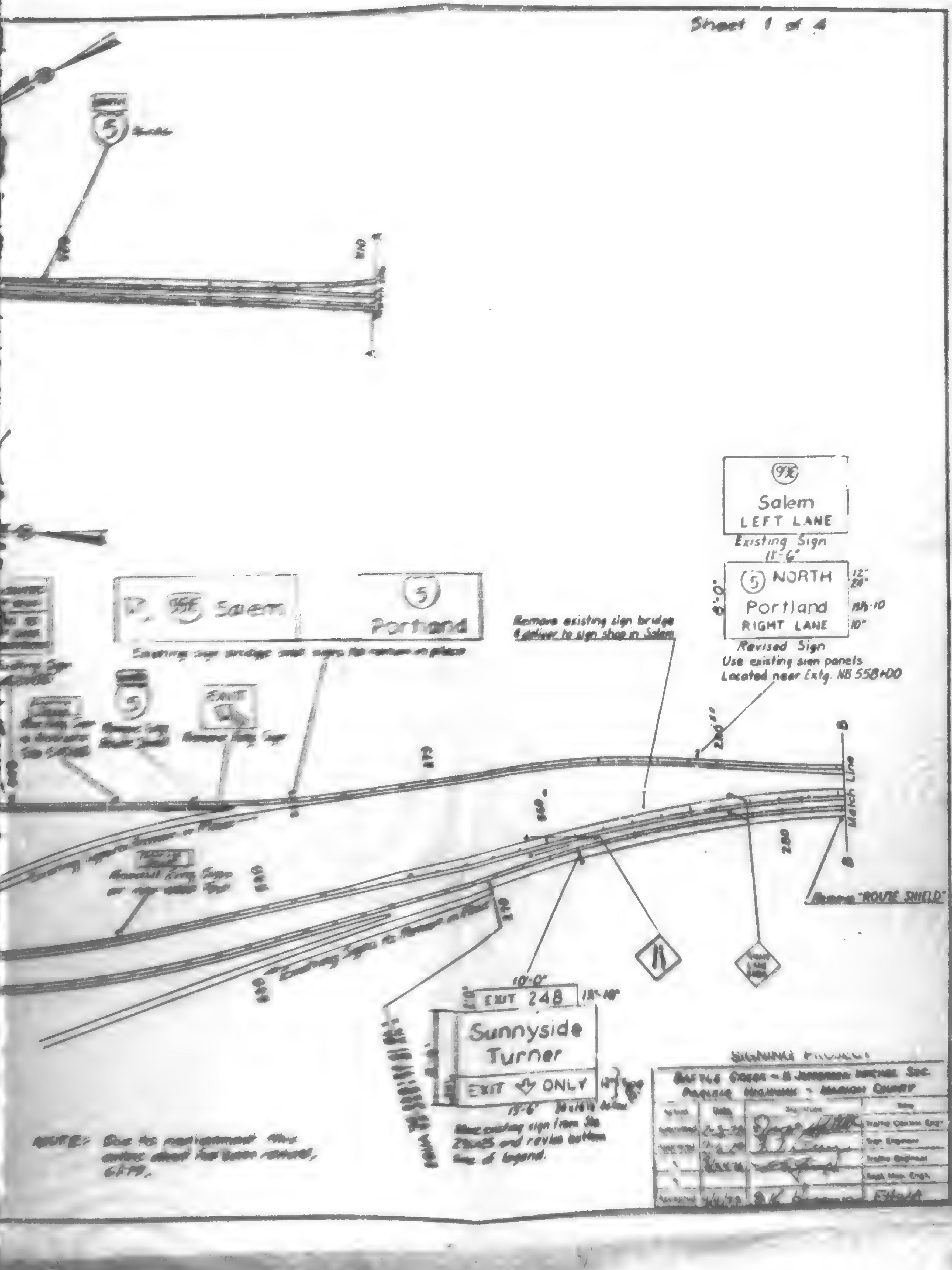
NOTE: Due to realignment this entire sheet has been revised, 6/79.

SIGNING PROJECT

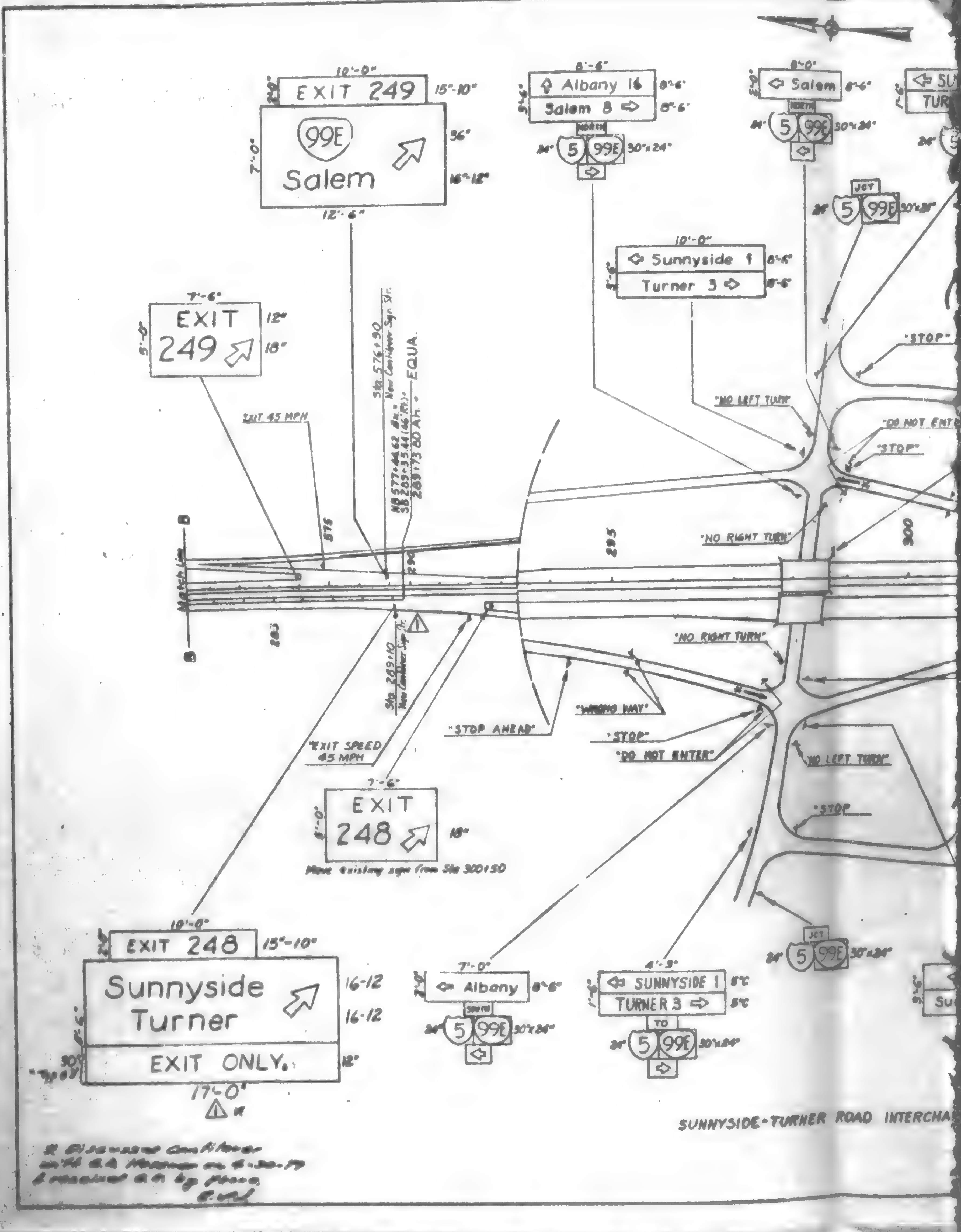
BATTLE CREEK – N. JEFFERSON INTCHG.
PACIFIC HIGHWAY – MARION COUNT

Action	Date	Signature	T
Submitted	7-3-79		Traffic Co
Approved	7-6-79		Sign Eng
"	8/6/79		Traffic En
"			Asst. Hwy
Accepted	9/4/79	D.K.	

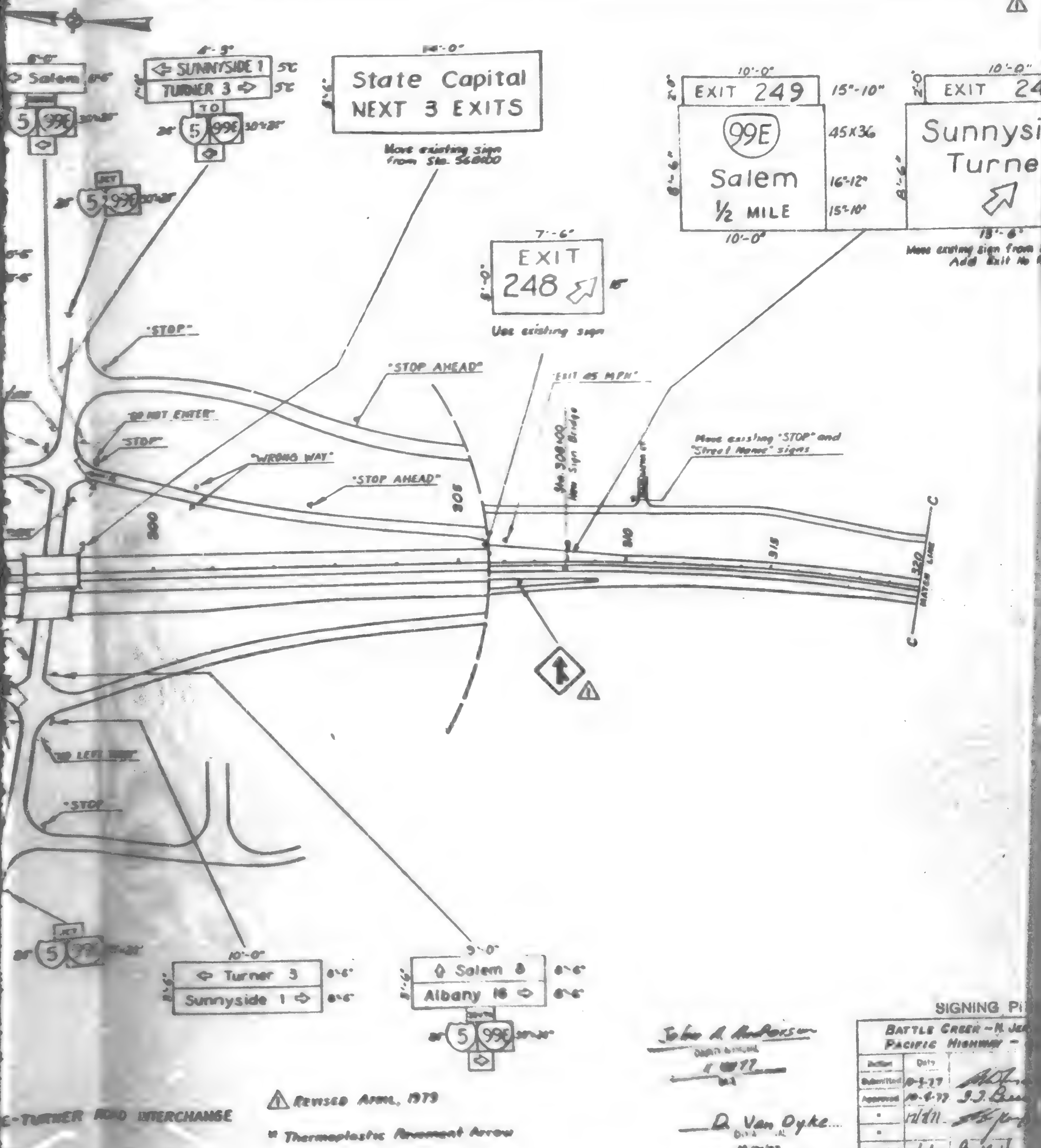
Sheet 1 of 4



5
99E
Salem
LEFT LANE
Existing Sign
11'-6"
8'-0"
5 NORTH
12"
24"
Portland
RIGHT LANE
10"
Revised Sign
Use existing sign panels
Located near Extg. NB 558+00
99E Salem
5
Portland
Existing sign bridge and signs to remain in place
Remove existing sign bridge & deliver to sign shop in Salem
EXIT
Remove Extg. Sign
Match Line
B
280
Remove "ROUTE SHIELD"
10'-0"
EXIT 248
Sunnyside
Turner
EXIT ⇩ ONLY
15'-6"
Use existing sign from Sta. and revise bottom line of legend.
NOTE: Due to realignment this entire sheet has been revised, 6-1-79.
SIGNING PROJECT
Battle Creek – N. Jefferson Interchange Sec.
Pacific Highway – Marion County
Signature
Title
Traffic Control Engr.
Sign Engineer
Traffic Engineer
Asst. Hwy. Engr.


10'-0"
EXIT 249
15'-10"
99E
Salem
36"
16"-12"
7'-0"
12'-6"
8'-6"
Albany 16
Salem 8
8'-6"
NORTH
5
99E
24"
30"x24"
8'-0"
Salem
8'-6"
NORTH
5
99E
JCT
5
99E
10'-0"
Sunnyside 1
Turner 3
8'-6"
7'-6"
EXIT
249
12"
18"
5'-0"
EXIT 45 MPH
Sta. 576+90 New Cantilever Sign Str.
NB 577+44.62 Bk. =
SB 289+35.44 (46' Rt.) =
289+73.80 Ah. =
EQUA.
575
290
295
300
Match line B
283
Sta. 289+10 New Cantilever Sign Str.
"STOP AHEAD"
"EXIT SPEED 45 MPH"
"WRONG WAY"
"STOP"
"DO NOT ENTER"
"NO LEFT TURN"
"NO RIGHT TURN"
"NO RIGHT TURN"
"NO LEFT TURN"
"STOP"
"STOP"
"DO NOT ENTER"
"STOP"
7'-6"
EXIT
248
18"
5'-0"
Move existing sign from Sta 300+50
10'-0"
EXIT 248
15'-10"
Sunnyside
Turner
16-12
16-12
EXIT ONLY.
12"
8'-6"
17'-0"
7'-0"
Albany
8'-6"
SOUTH
5
99E
24"
30"x24"
4'-3"
SUNNYSIDE 1
TURNER 3
8'-6"
TO
5
99E
JCT
5
99E
SUNNYSIDE-TURNER ROAD INTERCHA

Sheet 2 of 4 △



6'-0"
⇨ Salem 8'-6"
5 99E 30"x25"
◇
4'-9"
⇦ SUNNYSIDE 1 5C
TURNER 3 ⇨ 5C
TO
24" 5 99E 30"x25"
◇
JCT
24" 5 99E 30"x25"
14'-0"
State Capital
NEXT 3 EXITS
8'-6"
Move existing sign from Sta. 561+00
7'-6"
EXIT
248
6'-0"
15"
Use existing sign
10'-0"
EXIT 249
15"-10"
2'-0"
99E
45X36
Salem
16"-12"
½ MILE
15"-10"
8'-6"
10'-0"
EXIT 24
Sunnysi
Turner
13'-6"
Move existing sign from
Add Exit No.
"STOP"
"STOP AHEAD"
"EXIT 45 MPH"
"DO NOT ENTER"
"STOP"
"WRONG WAY"
"STOP AHEAD"
Sta. 308+00 New Sign Bridge
Move existing "STOP" and "Street Name" signs
300
305
310
315
320
MATCH LINE
C
C
△
"NO LEFT TURN"
"STOP"
JCT
24" 5 99E 30"x25"
10'-0"
⇦ Turner 3 8'-6"
Sunnyside 1 ⇨ 8'-6"
8'-6"
9'-0"
⇧ Salem 8 8'-6"
Albany 16 ⇨ 8'-6"
SOUTH
24" 5 99E 30"x25"
◇

E-TURNER ROAD INTERCHANGE

△ REVISED APRIL, 1979

* Thermoplastic Pavement Arrow

John A. AnPoirson
DISTRICT ENGINEER
11 10 77
DATE

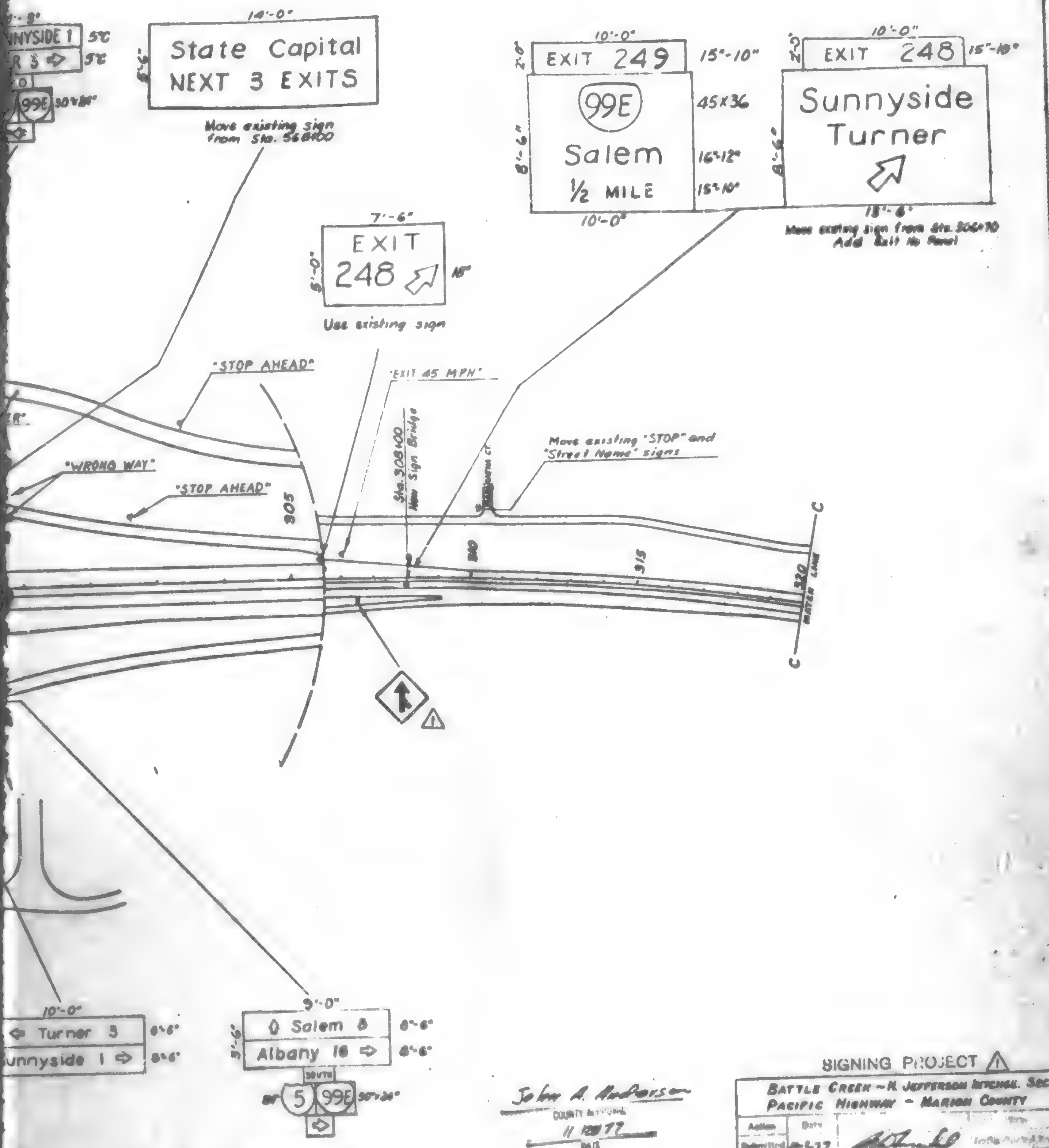
D. Van Dyke
DIST
10 10 77
DATE

SIGNING P

BATTLE CREEK - N. JE
PACIFIC HIGHWAY -

Action	Date	
Submitted	10-3-77	
Approved	10-4-77	J. J. B
"	12/8/77	
"		
Accepted	12/8/77	A. K. H

Sheet 2 of 4 ⚠



NYSIDE 1
R 3 ⇨
5"C
5"C
99E
30"x24"
14'-0"
State Capital
NEXT 3 EXITS
8'-6"
Move existing sign from Sta. 568+00
10'-0"
2'-0"
EXIT 249
15"-10"
99E
45X36
Salem
16"-12"
1/2 MILE
15"-10"
8'-6"
10'-0"
10'-0"
2'-0"
EXIT 248
15"-10"
Sunnyside
Turner
8'-6"
18'-6"
Move existing sign from Sta. 306+70
Add Exit No Panel
7'-6"
EXIT
248
5'-0"
15"
Use existing sign
"STOP AHEAD"
"EXIT 45 MPH"
Move existing "STOP" and "Street Name" signs
"WRONG WAY"
"STOP AHEAD"
305
Sta. 308+00
New Sign Bridge
310
315
320
MATCH LINE
C
C
10'-0"
⇦ Turner 3
6"-6"
Sunnyside 1 ⇨
6"-6"
9'-0"
⇧ Salem 8
6"-6"
Albany 18 ⇨
6"-6"
3'-6"
SOUTH
5
99E
30"x24"
⇨

⚠ REVISED APRIL, 1979

ANGE

* Thermoplastic Pavement Arrow

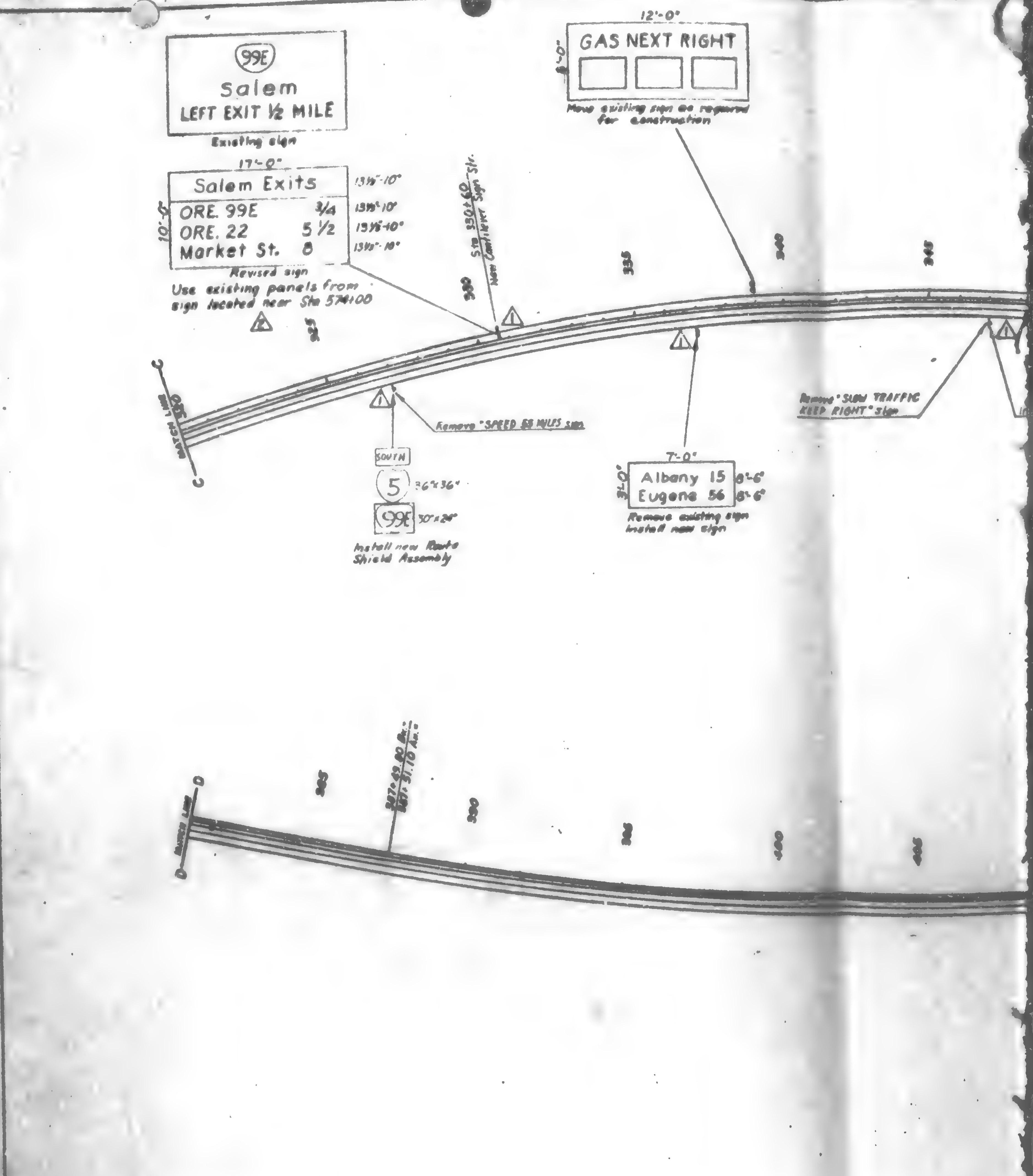
John A. Anderson
COUNTY APPROVAL
11/28/77
DATE

D. Van Dyke
CITY APPROVAL
11/28/77
DATE

SIGNING PROJECT ⚠

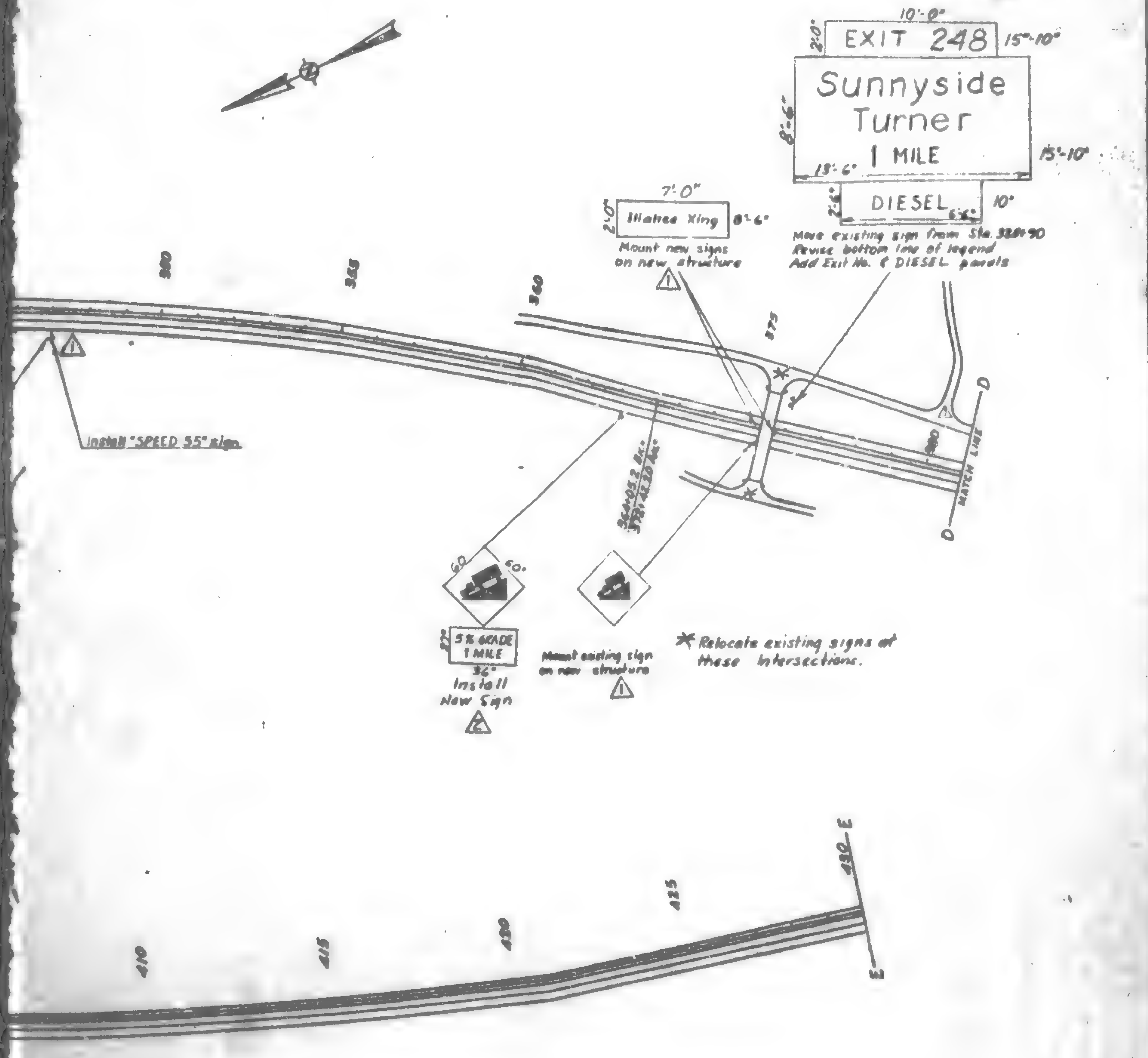
BATTLE CREEK – N. JEFFERSON INTCHG. SEC.
PACIFIC HIGHWAY – MARION COUNTY

Action	Date		Title
Submitted	10-3-77		Traffic Control Engr.
Approved	10-6-77	J. J. B	Tran. Engineer
•	12/8/77		Traffic Engineer
•			Asst. Hwy. Engr.
Accepted	12/8/77	S K	FHWA



99E
Salem
LEFT EXIT ½ MILE
Existing sign
17'-0"
Salem Exits
ORE. 99E 3/4
ORE. 22 5 1/2
Market St. 8
10'-0"
13½"-10"
13½"-10"
13½"-10"
13½"-10"
Revised sign
Use existing panels from sign located near Sta 574+00
2
Sta 330+60 New Cantilever Sign Str.
12'-0"
GAS NEXT RIGHT
8'-0"
Move existing sign as required for construction
325
330
335
340
345
MATCH LINE 320
C
C
1
Remove "SPEED 55 MILES sign
SOUTH
5
36"x36"
99E
30"x24"
Install new Route Shield Assembly
7'-0"
Albany 15
Eugene 56
3'-0"
8"-6"
8"-6"
Remove existing sign Install new sign
Remove "SLOW TRAFFIC KEEP RIGHT" sign
D
D
MATCH LINE
385
387+49.80 Bk. = 387+51.10 Ah.
390
395
400
405

Sheet 3 of 4 △1



10'-0"
2'-0"
EXIT 248
15'-10"
Sunnyside
Turner
1 MILE
8'-6"
13'-6"
15'-10"
2'-6"
DIESEL
6'-6"
10"
Move existing sign from Sta. 328+90
Revise bottom line of legend
Add Exit No. & DIESEL panels
7'-0"
2'-0"
Illahee Xing
8'-6"
Mount new signs
on new structure
△1
350
355
360
375
380
Install "SPEED 55" sign
△1
364+05.2 Bk.
375+42.20 Ah.
D
D
MATCH LINE
60
60"
5% GRADE
1 MILE
2'-?"
36"
Install
New Sign
△2
Mount existing sign
on new structure
△1
* Relocate existing signs at
these intersections.
410
415
420
425
430
E
E

△1 Revised April, 1979
△2 Revised August, 1979

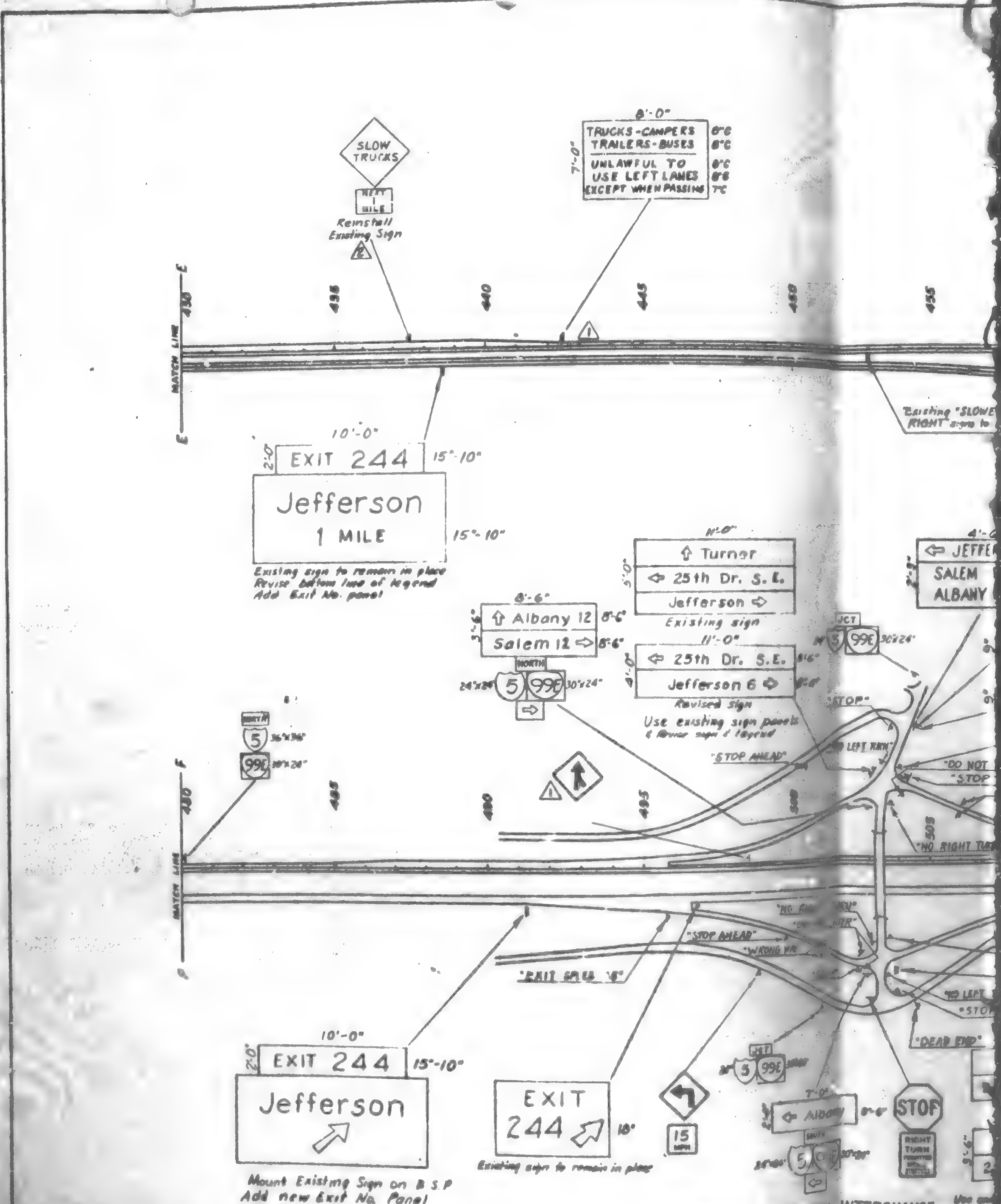
John A. Anderson
COUNTY APPROVAL
11 7 77
DATE

D Van Dyke
CITY APPROVAL
10/20/77
DATE

SIGNING PROJECT △1

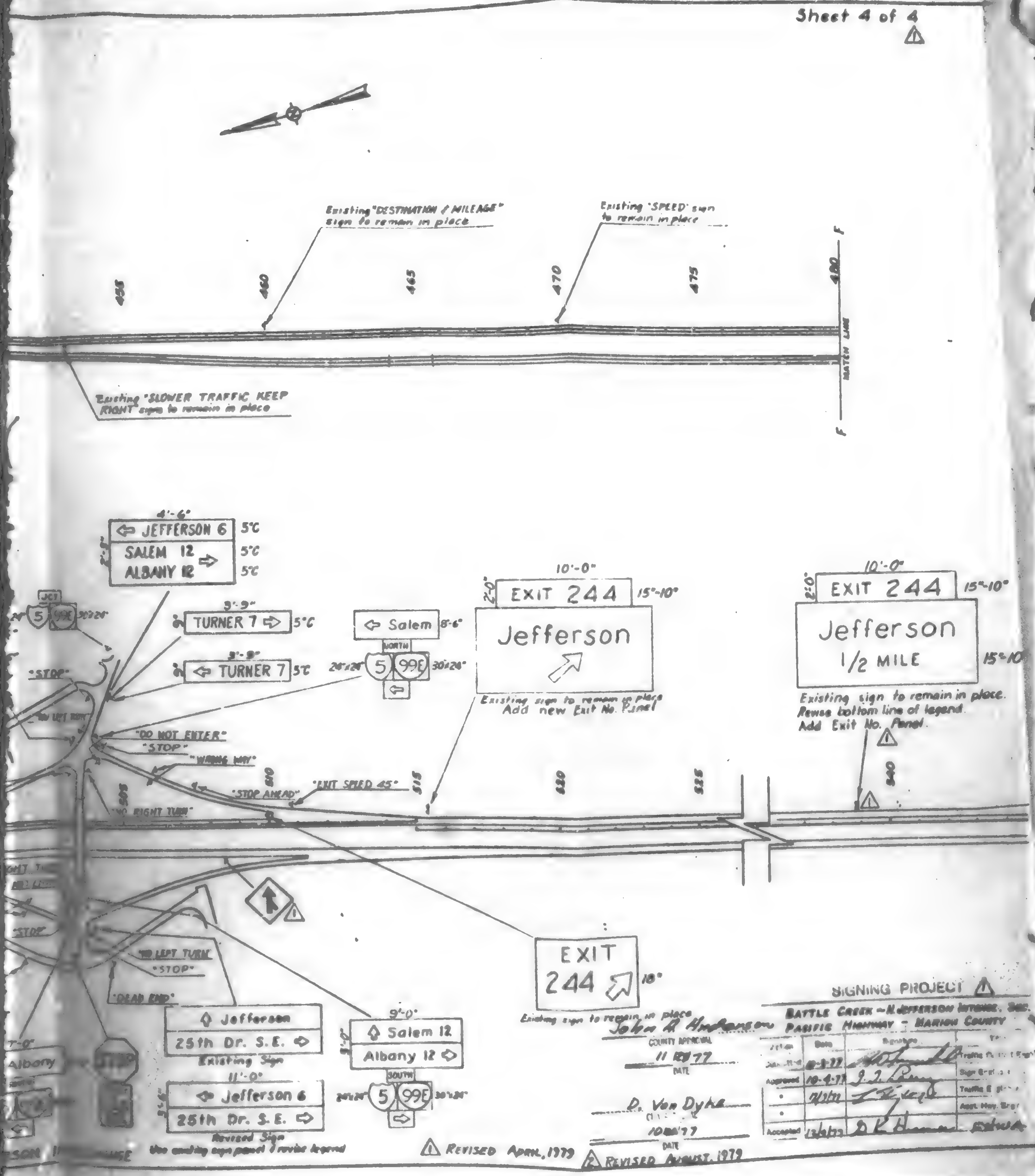
BATTLE CREEK – N. JEFFERSON INTCHGE SEC.
PACIFIC HIGHWAY – MARION COUNTY

Action	Date		Title
Submitted	10-3-77		Traffic Control Engr.
Approved	10-4-77	J. J. Lacey	Sign Engineer
"	12/7/77		Traffic Engineer
"			Asst. Hwy Engr.
Accepted	12/9/77	D K	FHWA


SLOW TRUCKS
NEXT 1 MILE
Reinstall Existing Sign
2
8'-0"
7'-0"
TRUCKS-CAMPERS 8"C
TRAILERS-BUSES 8"C
UNLAWFUL TO 8"C
USE LEFT LANES 8"B
EXCEPT WHEN PASSING 7"C
1
MATCH LINE
E
430
435
440
445
450
455
Existing "SLOWE
RIGHT" signs to
10'-0"
2'-0"
EXIT 244
15"-10"
Jefferson
1 MILE
15"-10"
Existing sign to remain in place
Revise bottom line of legend
Add Exit No. panel
11'-0"
5'-0"
⇧ Turner
⇦ 25th Dr. S. E.
Jefferson ⇨
Existing sign
11'-0"
4'-0"
⇦ 25th Dr. S.E. 8"6"
Jefferson 6 ⇨ 8"6"
Revised Sign
Use existing sign panels
& Revise sign & layout
4'-0
⇦ JEFFER
SALEM
ALBANY
JCT
5
99E
30"x24"
8'-6"
3'-6"
⇧ Albany 12 8"6"
Salem 12 ⇨ 8"6"
NORTH
24"x24"
5
99E
30"x24"
⇨
NORTH
5
36"x36"
99E
30"x24"
1
"STOP"
"NO LEFT TURN"
"STOP AHEAD"
"DO NOT
"STOP
"NO RIGHT TUR
F
430
435
490
495
500
505
"NO RIGHT TURN"
"DO NOT ENTER"
"STOP AHEAD"
"WRONG WAY"
"STOP"
"EXIT ONLY 8"
"NO LEFT
"STOP
"DEAD END"
10'-0"
2'-0"
EXIT 244
15"-10"
Jefferson
⇗
Mount Existing Sign on B.S.P
Add new Exit No. Panel
EXIT
244 ⇗
18"
Existing sign to remain in place
15
MPH
JCT
5
99E
7'-0"
⇦ Albany
8"-6"
SOUTH
5
99E
30"x24"
⇦
STOP
RIGHT TURN PERMITTED WITHOUT STOP
9'-6"
2
Use

NORTH JEFFERSON INTERCHANGE

Sheet 4 of 4 ⚠



Existing "DESTINATION & MILEAGE" sign to remain in place
Existing "SPEED" sign to remain in place
455
460
465
470
475
480
MATCH LINE
F
Existing "SLOWER TRAFFIC KEEP RIGHT" signs to remain in place
4'-6"
⇦ JEFFERSON 6
SALEM 12
ALBANY 12 ⇨
5"C
2'-9"
JCT
5
99E
3'-9"
TURNER 7 ⇨
⇦ TURNER 7
⇦ Salem
8'-6"
NORTH
24"x24"
30"x24"
⇦
"STOP"
"DO NOT ENTER"
"STOP"
"WRONG WAY"
"NO RIGHT TURN"
"STOP AHEAD"
"EXIT SPEED 45"
505
510
515
520
525
540
10'-0"
2'-0"
EXIT 244
15"-10"
Jefferson
Existing sign to remain in place
Add new Exit No. Panel
Jefferson
1/2 MILE
Existing sign to remain in place.
Revise bottom line of legend.
Add Exit No. Panel.
"STOP"
"NO LEFT TURN"
"STOP"
"DEAD END"
EXIT
244
10"
Existing sign to remain in place
⇧ Jefferson
25th Dr. S.E. ⇨
Existing Sign
11'-0"
⇦ Jefferson 6
25th Dr. S.E. ⇨
Revised Sign
Use existing sign panel & revise legend
9'-0"
⇧ Salem 12
Albany 12 ⇨
SOUTH
5
99E
⇨
Albany
STOP

SIGNING PROJECT ⚠

BATTLE CREEK – N. JEFFERSON INTCHG. SEC.
PACIFIC HIGHWAY – MARION COUNTY

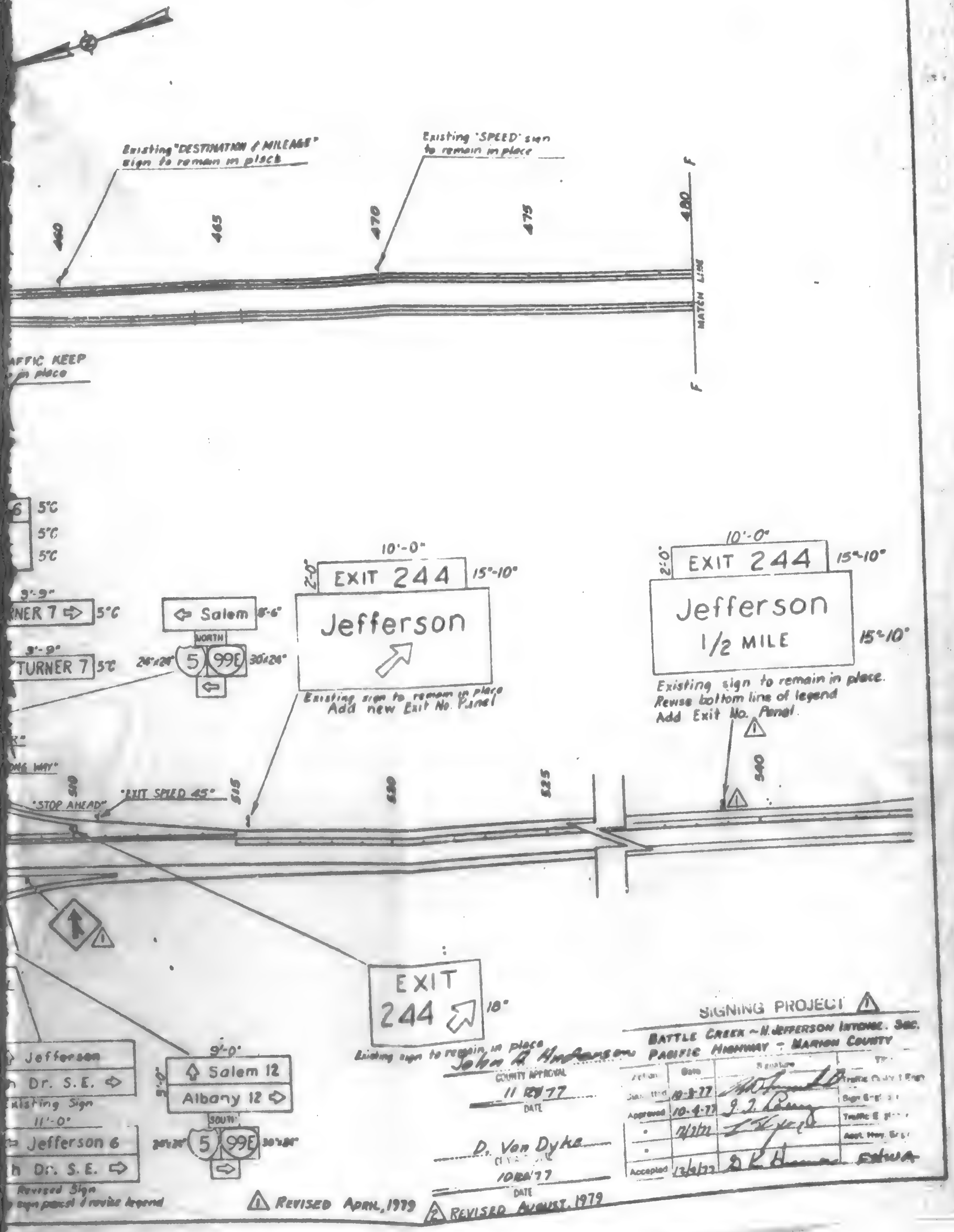
John A. Anderson
COUNTY APPROVAL
11 [illegible] 77
DATE

D. Von Dyke
[illegible]
10 [illegible] 77
DATE

	Date	Signature	
[illegible]	10-3-77	[illegible]	Traffic [illegible] Engr.
Approved	10-4-77	J. J. [illegible]	Sign Engineer
"	[illegible]	[illegible]	Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	[illegible]	D. K. [illegible]	FHWA

⚠ REVISED APRIL, 1979 ⚠ REVISED AUGUST, 1979

Sheet 4 of 4 ⚠1



Existing "DESTINATION & MILEAGE" sign to remain in place
Existing "SPEED" sign to remain in place
460
465
470
475
480
MATCH LINE
F
F
AFFIC KEEP
in place
6
5'C
5'C
5'C
9'-9"
RNER 7 ⇨
5'C
9'-9"
TURNER 7
5'C
⇦ Salem
8'-6"
NORTH
5
99E
24"x24"
30"x24"
⇦
10'-0"
2'-0"
EXIT 244
15'-10"
Jefferson
Existing sign to remain in place
Add new Exit No. Panel
10'-0"
2'-0"
EXIT 244
15'-10"
Jefferson
1/2 MILE
15'-10"
Existing sign to remain in place.
Revise bottom line of legend
Add Exit No. Panel
"ONG WAY"
"STOP AHEAD"
"EXIT SPEED 45"
510
515
520
525
540
EXIT
244
10'
Existing sign to remain in place
⇧ Jefferson
n Dr. S.E. ⇨
Existing Sign
11'-0"
⇨ Jefferson 6
h Dr. S.E. ⇨
Revised Sign
sign panel & revise legend
9'-0"
5'-0"
⇧ Salem 12
Albany 12 ⇨
SOUTH
5
99E
30"x30"
30"x30"
⇨

John A. Anderson
COUNTY APPROVAL
11 28 77
DATE

D. Van Dyke
CITY APPROVAL
10 28 77
DATE

⚠1 REVISED APRIL, 1979

⚠2 REVISED AUGUST, 1979

SIGNING PROJECT ⚠1

BATTLE CREEK ~ N. JEFFERSON INTCHG. SEC.
PACIFIC HIGHWAY ~ MARION COUNTY

Action	Date	Signature	Title
Submitted	10-3-77		Traffic Control Engr.
Approved	10-4-77	G. T. Perry	Sign Engineer
"	11/3/77		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	12/3/77	D. K.	FHWA

1979 Battle Cr.-N. Jefferson 9036
Intchg. Sec., Pac. Hwy. (Gr.
pav, barr, struc, sig, illum) #2

CIA 7031 7-26-79
7-27-79

90-6

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AI OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-4(86)245

STATE ECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 90265

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENG
SEP 25 79

9-25
on

REFER TO Moehring
FOR

DATE PS & E APPROVED 7-13-79

DATE AUTHORIZATION EFFECTIVE 8-29-79

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Battle Creek - N.Jefferson Interchange Section

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Perm.&Temp. Pavement Striping (S.F.)	$11,300
Remove Striping(S.F.)	$ 3,000
Temp.Erosion Cont.	$12,000
On-the-job Training	$12,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

As requested in Mr. Swan's letter of 8-27-79 I approved the revised PS&E at a TEC of $12,103,470, Federal funds $11,161,819.

A signed copy of the revised Title Sheet is returned herewith.

DATE 8-29-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 16, 1979

In reply refer to: HRW.1-OR

SUBJECT: Oregon Project I-5-4(84)245
Battle Creek - Talbot Road
Marion County
File 49301 - Grabenhorst

RECEIVED
STATE HWY ENGR
AUG 20 '79
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Right of Way Manager Boyd's June 25, 1979 letter set forth the logic and reasoning for accepting the appraisal of the subject file. It appears that in accepting the appraisal you relied heavily on the information provided by the appraiser in the form of a letter, subsequent to the appraisal.

The information we have obtained from the various County and City Officesis as follows:

1. The property could not easily be annexed and provided with city water and sewer within the next few years. The existing sewer facilities presently in southeast Salem are not near adequate to serve the undeveloped areas already within the city and urban limits.

2. There was no information obtained which would indicate that the subject property was more suitable for development relying on septic systems than the land involved in the sales of other larger tracts in the area.

3. The appraisal report correctly stated that the property was outside of the urban growth boundary; however, in the appraiser's letter, he stated that the subject property was in the urban growth boundary.

4. The comprehensive plan adopted in March 1978 identified the subject as "special agricultural" consequently the possibility of obtaining the necessary approval for parcelling the property into three tracts at the time of the appraisal was doubtful. To assume that the subject property had an advantage over the other larger sale tracts in the area from a parcelling aspect would be very speculative.

In summary, the appraisal is not adequately documented to support Federal participation in the full $54,000 for the reasons stated in our letter of May 21, 1979.

We also suggest that in the future when additional information is required from an appraiser, to clarify a report, that the information be incorporated into the appraisal.

CJ Mathis for
G. L. Green

cc:
OSHD (J B Boyd)
OSHD (D Luth)
OSHD (F Lowe)
OSHD (E S Hunter)

STATE OF OREGON 1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

June 25, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

Noted
H. S. COULTER

SUBJECT: File 49301 - Grabenhorst (HRW.1-OR)
Battle Creek-Talbot Road
Pacific Highway
Marion County
FAP No. I-5-4(84)245

FHWA is justified in participating with the State in the acquisition of this much needed parcel. Your letter dated May 21, 1979 requests the following data:

(1) Explain why comparable sales smaller than subject were used.

(2) Provide support for the size adjustment factors applied to the comparable sales by the appraiser.

Our Review Appraiser also inquired about the above. By letter dated September 12, 1978, a copy is attached, the appraiser sets forth his logic and reasoning. We accepted his logic and prepared a review based on his appraisal. In respect to the size of comparables. The appraiser acknowledges there were sales of parcels more similar in total acreage to subject. It was his opinion these larger sales did not truly reflect the market value of subject because:

(1) The possibility of extensive development of these larger parcels in the near future is very remote because of problems associated with septic disposal.

(2) Subject lies in an extremely active area. The trend is toward the segregation of large parcels into smaller homesite parcels. This subdivision activity

is quite apparent by viewing a current cadastral map of the area. As of the date of this letter a proposed subdivision of subject has been submitted to the Marion County Planning Department.

(3) The owner at time of appraisal could divide subject into three equal size parcels, each containing about 39 acres and sell without going through the expensive and time consuming subdivision process. The appraiser assumes this would be the logical process to adhere to in marketing the subject, as the highest market price would be achieved.

The preparation of the appraisal is based on No. 3 above, using 39± acres as the standard unit for comparison. Following this premise the appraiser proceeds with the use of sales more comparable to 39 acre size than to the 100 acre size of the entire subject.

With the exception of Sale No. 3, the adjustments made to comparable sales for size is negligible, -3% or less. Parcel No. 3 contained 6.61± acres and a size adjustment of -15% was applied.

In summary, the attached letter from the appraiser is adequate to provide reasonable explanation for size of comparables and adjustments used. It is the appraisers opinion subject has superior development potential compared to his comparables, therefore his applied adjustments were "judgment" factors. To have arrived at a lessor value because it could have been more defensible for the appraiser, but in his judgment would not tell the whole story, is not proper and should not be expected from an appraiser.

The accepted definition of an appraisal denotes it is an "estimate or opinion of value". This is what the appraiser has attempted to provide. We accepted his opinion. Based on this letter, the attached letter from the appraiser and your own knowledge of problems existing between "textbook" and "real world" appraisal application you will feel more than justified in recommending maximum FHWA participation with us in the acquisition of this parcel.

JBB:ob
Attachment
cc - F. B. Klaboe
E. S. Hunter
Douglas J. Luth
Frank Lowe
H. S. Coulter
Jim Dixon

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPART NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

I-5

DATE: May 21, 1979

In reply refer to: HRW.1-OR

SUBJECT: Oregon Project I-5-4(84)245
Battle Creek - Talbot Road
File 49301, Grabenhorst

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed the appraisal and appraisal review which established $54,000 as just compensation for the part to be acquired from the subject file. We found that the appraisal was not adequately documented to support Federal participation in the full $54,000for the following reasons:

> The value of the subject was based on three sales of property which were not comparable in size. An adjustment was made for size; however, no valid support was provided for the amount of the adjustment. Based on sales contained in the appraisal report for other files on the subject project, there was market data available involving tracts similar in size to the subject file.

We request that Federal participation in the $54,500 not be claimed until the above noted items are resolved.

G. L. Green

cc;
OSHD (Mr. Boyd, R/W sec.)
OSCH (Mr. Luth, R/W sec.)
OSHD (Mr. Lowe, R/W sec.)
OSHD (Mr. Hunter, Tech Svcs.)

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STATE HWY ENGR
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REFER TO
Boyd
FOR

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5-23
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to

1036

August 9, 1979

Mr. Ron Jones
Ron Jones & Company
437 Union Street
Salem, Oregon 97301

Dear Mr. Jones:

Battle Creek Drainage
Battle Creek-N. Jefferson Interchange
Pacific Highway, Marion County

In response to your letter of July 30, the following action has been taken since my letter of June 8.

The Highway Division has thoroughly investigated various alternatives to alleviating the flooding problem expressed by you previously and again in your most recent letter. The project plans are being revised to provide for the installation of an additional culvert alongside each existing culvert with sufficient capacity to handle the 100-year flood. This will lower the water surface to a reasonable approximation of the original condition before Commercial Street and the bypass were constructed. This proposal is subject to review and concurrence by the Federal Highway Administration.

If I can be of further assistance, please let me know.

Sincerely,

F. B. Klaboe
Director

cc Anthony Yturri

bc Glen L. Green (Attn: W. H. Kappus)
bbc H. S. Coulter
E. S. Hunter
C. O. Fredrickson
J. H. Versteeg
F. E. Terpin
DOC:ab fn

RON JONES & CO. **BUILDER · REALTOR**
437 UNION SALEM, OREGON. 97301 PHONE 364-4454

RECEIVED
STATE HWY ENGR
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REFER TO Hunter
FOR

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cy to

July 30, 1979

Oregon Department of Transportation
F. B. Klaboe, Director
Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

I am writing in response to your letter of June 8, 1979, regarding Battlecreek damaged flood plain, upstream from I-5.

The accompanying report is interesting, but I think we have failed to communicate our concerns to you.

First, we agree that, at considerable expense, we have taken care of our present problem South of Battlecreek; but, our concern is also for the property North of Battlecreek, which has not yet been developed.

Approximately acres of our property North of Battlecreek is below 386.5 feet elevation and outside of the floodway. (Map enclosed). — no enclosure jv

We are sympathetic with your position that your installation of the box culverts under I-5 was O.K. when it was done in 1952. However, conditions have changed since then. The area which is being flooded now, is inside the City, serviced with water and sewer, and has a much higher and better use than it did in 1952.

We would view any extension of existing culverts, which would raise the flood level, as intentional damages to our property.

However, we would interpret the connection of the culverts as evidence of good faith on your part to offset that adverse effect.

I hope you can see your way clear to include the connection of those box culverts in your I-5 improvement plans.

Sincerely,

RON JONES & CO.

Ron Jones

RJ:l
cc: Anthony Yturri, Chairman, OTC

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Coulter
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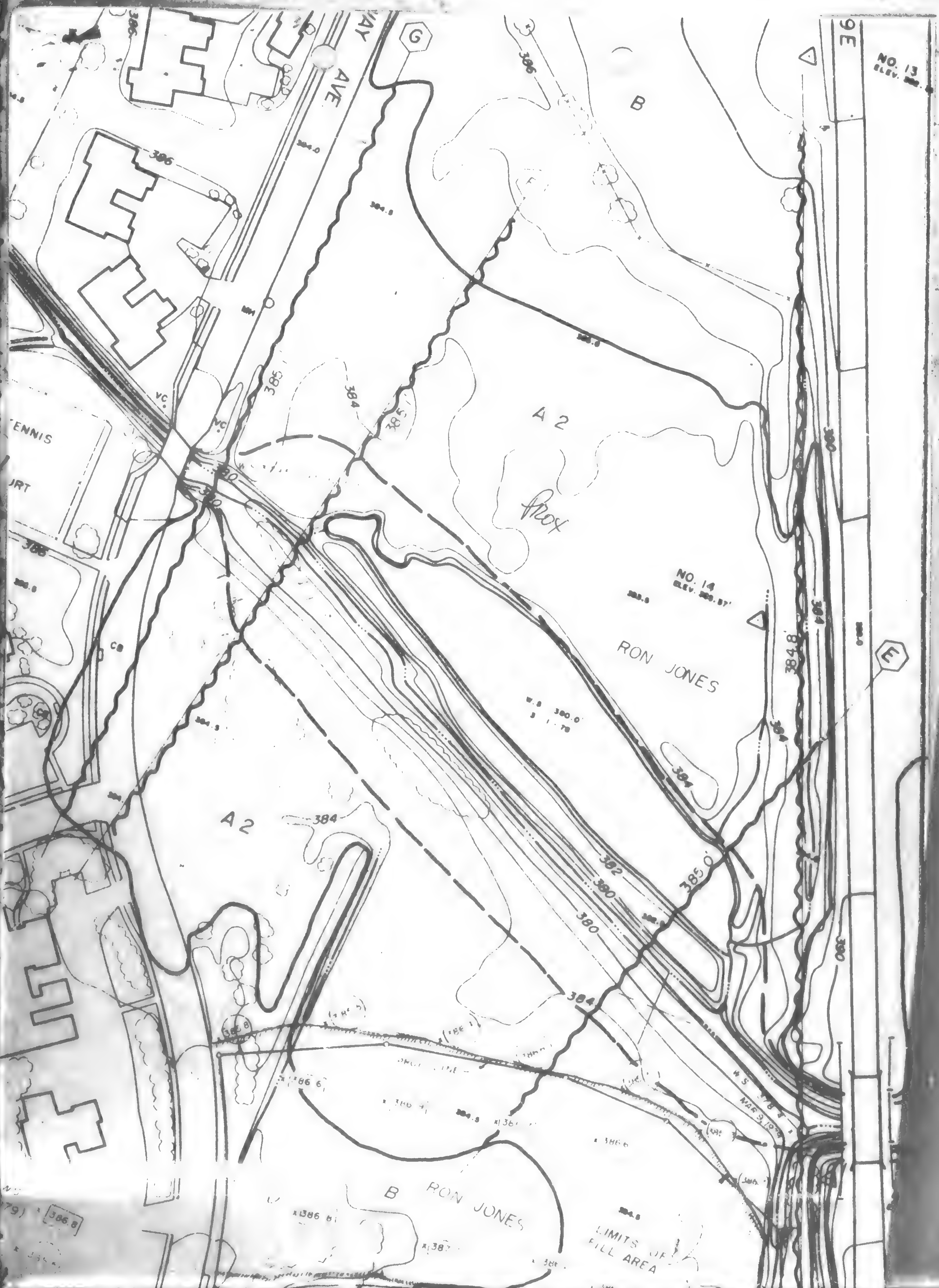

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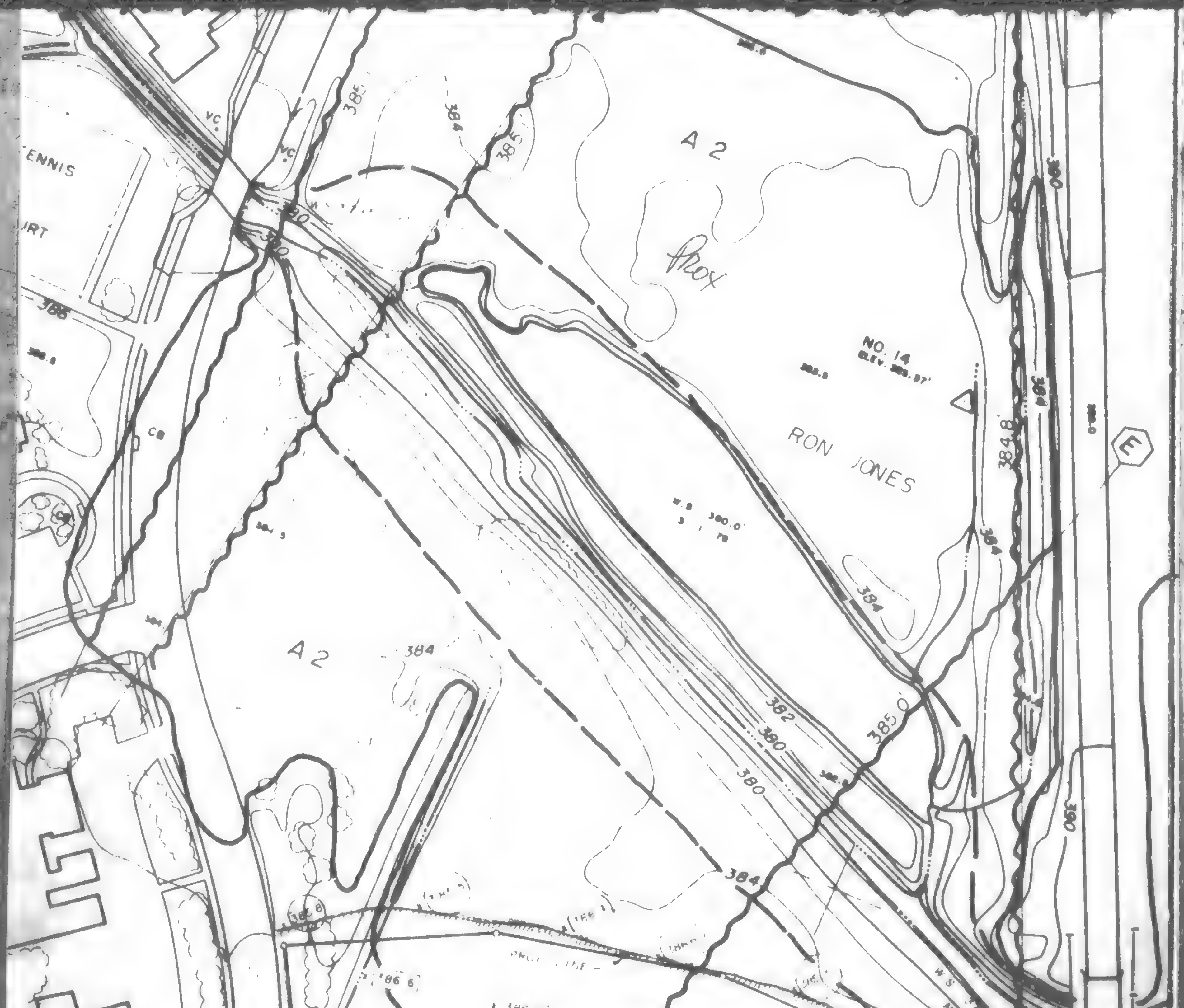

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STATE OF OREGON

Road Design Section 378-6558
DEPT. TELEPHONE

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: August 2, 1979

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

NOTED
E. S. HUNTER

SUBJECT: Vertical Clearances
Battle Creek-North Jefferson
Pacific Highway
Marion County

The vertical clearances to structures going over the Pacific Highway on the subject section have been reviewed.

The only structure on the section with a vertical clearance of less than 16 feet is the North Jefferson Interchange structure. After the proposed overlay of the freeway at this location there will be a vertical clearance of 17'-8" on the northbound lanes and 15'-6" on the southbound lanes. Raising of this structure is not proposed.

DOC:ab
cc: E. S. Hunter
C. O. Fredrickson
D. N. Stoudenmeyer
W. H. Kappus, FHWA

RECEIVED
TECHNICAL SERVICES

AUG 2 '79

REFER TO

FOR

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9036

Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 1, 1979

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-5-4(84)245
Battle Creek Junction - North Jefferson
Junction File 49302 Grabenhorst

FROM : G. L. Green, Division Administrator

TO : ✓Mr. H. S. Coulter, State Highway Engineer

Assistant Manager Rod Henry's July 31, 1979, memorandum requests our approval and participation in securing a fourth appraisal on the subject file. Based upon the information provided in Mr. Henry's memorandum, Federal participation is approved in the cost of securing the fourth appraisal.

GMather for
G. L. Green

cc:
OSHD (R Henry)
OSHD (D Luth)

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REFER TO
FOR
Info Inves R/D D/R Sem Act

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: May 21, 1979

In reply refer to: HRW.1-OR

SUBJECT: Oregon Project I-5-4(84)245
Battle Creek - Talbot Road
File 49302, Grabenhorst

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Our review of the appraisal and appraisal review which established $79,700 as just compensation for file 49302 revealed that the appraisal was not adequately documented for the following reasons:

1. Since the original I.D. zoning was arbitrary in nature, additional support and/or logic should be presented to indicate the probability of demand for an I.D. tract the size of the subject's considering its location, topography, and existing interchange design.

2. The value for the I.D. portion of the subject was based on two sales and a listing. Since adjustments were made to the two sales by comparing them to the listing, the listing influenced all three indications of value. As a result, the land value of the I.D. zone is not adequately supported. The soundness of a listing is reflected in sale no. 2, which was reported on Conrad D. Larson's appraisal as being listed for $10,900 per acre in January 1978.

3. The damages concluded to because of the 280 feet of additional access control along Delaney Road are not adequately justified. The access to the remaining usable area in the southwest corner will be affected; however, the topography of the subject's remainder is the same as in the before situation. The degree of slopes on the remainder would influence potential site developments in the before situation as well as the after. In analyzing the effects of the project on the subject's remainder, some consideration should be given to the improved interchange design which will improve the access between Interstate 5 and Delaney Road.

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H. S. COULTER

4. The value for the R.A. portion of the subject was also based on two sales and a listing. Adjustments were made to the two sales by comparing them to the listing; consequently, the listing influenced all three indications of value. As a result, the land value of the R.A. zoned portion is not adequately supported.

5. The addition of the estimated remaining value of establishing a grass stand for seed production to the land value is not justified when the land has a different highest and best use.

We request that Federal participation in the $79,700 not be claimed until the above noted items are resolved.

Mathes for
G. L. Green

cc:
OSHD (Mr Boyd, R/W Sec)
OSHD (Mr Luth, R/W Sec)
OSHD (Mr Lowe, R/W Sec)
OSHD (Mr Hunter, Tech Svcs)

9036

2

C+A 7031

July 27, 1979

MISC. CONTRACTS and
AGREEMENTS No. 7031

TO: G. L. Green, Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Oregon Project No. I-5-4(84)246
Battle Creek-N. Jefferson Interchange Section
Pacific Highway, No. 1
Marion County

Attached are two conformed copies of a Throughway Agreement covering preliminary engineering, right-of-way acquisition, utility adjustments, construction, and future maintenance responsibilities along subject section. An advance copy of this agreement was forwarded to your office under the date of May 31, 1979.

Please give this matter your consideration and, if your concurrence is required, notify this office and original copies from the Oregon Transportation Commission files will be presented for the proper endorsement.

MCH:fkc
Attachments

cc: E. S. Hunter
J. L. Sollis
C. W. Head
Federal Aid Unit

Martha
File

N ?

STATE OF OREGON

ROAD DESIGN SECTION
DEPT.

378-6558
TELEPHONE

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: July 27, 1979

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Battle Creek Culverts
Battle Creek-N. Jefferson Intchge. Sec.
Pacific Highway
Marion County

NOTED
E. S. HUNTER

We have reviewed Mr. Richard Lenz's letter of June 4, 1979, to Mr. Klaboe and his hydraulics report dated June 5, 1979, concerning the Battle Creek Culverts under the Pacific Highway.

I concur with Mr. Lenz that we should install an additional culvert alongside each existing culvert to provide the capacity to handle the 100 year flood and lower the water surface to a reasonable approximation of the original condition.

This design will relieve the Highway Division of any further responsibility from future flooding at the Commercial Street site.

The project plans are presently being revised to reflect the addition of these culverts. The additional cost to the project will be approximately $350,000.

DOC:cj
cc: E. S. Hunter
C. O. Fredrickson
D. Stoudenmeyer
F. E. Terpin
W. H. Kappus, FHWA

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TECHNICAL SERVICES
JUL 30 '79
REFER TO
FOR

Info	Inves	R/D	U/R	Sign	Act	File

9036

July 26, 1979

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

Attention: Edwin F. Morgan
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7031

Gentlemen:

Attached are fully executed copies of the following two agreements:

Improvement of the Battle Creek-North Jefferson Interchange Section of the Pacific Highway.

Installation of traffic signals on the Silverton Road at Cordon Road.

We have retained fully executed copies of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Hood
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agrees. of each att.)

1036

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDE ID PROJECT NO. I-5-4(86)245

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM NO.

ITEM NO. 90265

PROGRAM STAGE (Check) ☐ 1.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR

DATE PS & E APPROVED 7-13-79

DATE AUTHORIZATION EFFECTIVE 7-13-79

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Battle Creek - North Jefferson Interchange Section

GENERAL DESCRIPTION OF WORK:
Grade, Drain, Pave, Structures & Illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 9, 1979 you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $15,000,000 - Federal Funds $13,833,000.

DATE 7-13-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 5-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1036

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 9, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 90265
Project No. I-5-4(86)245
Battle Cr.-N. Jefferson Intchge. Sec.
Marion County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on Sept. 20, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (92.22%)	$13,833,000
State Funds	1,167,000
Total Cost	$15,000,000

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

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Form 734-3122

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

[illegible]

June 18, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center St. N.E.
Salem OR 97301

S.B. Oxing of Battle Creek Off-Ramp, Br. 7524
Sunnyside-Turner Rd. Intch., Br. 2177 & A
Battle Creek-N. Jefferson Jct. Intch. Sec.
Pacific Highway, I-5
Marion County

As part of this project, a four-inch overlay to strengthen the existing pavement is planned. It is not possible to carry this over the existing bridges. We have estimated the cost of raising the bridge to meet the overlay or lower the grade to meet the bridge. Lowering the grade would be accomplished by excavating approximately 400 feet at each of the structures and replacing with AC pavement.

The estimated cost to raise the bridges is $113,000 at Bridge 7524 and $250,000 at Bridge 2177 and A. The estimated cost to lower the grade is $106,000 at Bridge 7524 and $257,000 at Bridge 2177 and A.

We propose to raise the bridges at both sites. The construction sequence would be to remove the existing AC, raise the bridges, and overlay as described in our letter of June 15, 1979.

We ask your concurrence in this proposal.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

cc E. S. Hunter
D. H. Moehring
J. H. Versteeg

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JUN 1979
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FOR

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Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 15, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

S.B. Oxing of Battle Creek Off-Ramp, Br. 7524
Sunnyside-Turner Rd. Intch., Br. 2177 & A
Battle Creek-N. Jefferson Jct. Intch. Sec.
Pacific Highway, I-5
Marion County

The two bridge sites on this proposed section are to be overlayed. The two southbound structures, Bridges 7524 and 2177A, were built in the 1950s using thin, 6" decks with 1 1/2" clear to the reinforcing steel. With the heavy wheel loads and high volume of today's traffic, these decks need to be improved structurally.

We are proposing the use of a structural concrete overlay to provide deck protection and increase the deck stiffness, strength, and durability.

The northbound structure, Bridge 2177, has timber stringers with a cast-in-place concrete deck and was built in 1936. It does not appear appropriate to use a structural concrete overlay on this structure. We are proposing a membrane with AC overlay for this bridge.

We ask your concurrence in this proposal.

[illegible]

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
D. H. Moehring

JMT:dh

RECEIVED
TECHNICAL SERVICES

JUN 18'79

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FOR

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Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 12, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

N.B. Oxing of Battle Creek Off Ramp
Battle Creek-N. Jefferson Intch. Sec.
Pacific Highway, I-5
Marion County
Oregon Project I-5-5(-)25
Your File HBR-OR

Enclosed are two prints of the plan and elevation, a sketch of the typical roadway section, and the geometric sheet for the subject bridge and interchange.

The interchange alignment has been changed since our previous submittal of March 15, 1979. We propose to build a cast-in-place concrete, three-span, deck girder bridge similar to the adjacent southbound structure. The columns will line up with the existing and traffic under the structure will be protected by extending the existing concrete barrier.

Our estimated cost, including an allowance for engineering and contingencies, is $400,000.

[illegible]
WALTER J. HAR

Walter J. Hart
Bridge Engineer

Enclosure

cc E. S. Hunter
D. H. Moehring

JMT:dh

RECEIVED
TECHNICAL SERVICES
JUN 13'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

GENERAL FILES

June 8, 1979

Mr. Samuel Pahl
William I. Peterson Engineering, Inc.
890 Promontory Place S. E.
Salem, Oregon 97302

Dear Mr. Pahl:

I have been asked by Mr. Anthony Yturri, Chairman, Oregon Transportation Commission, to respond to your letter of May 10 concerning the drainage in the Battle Creek area.

The situation concerning the flooding condition on Battle Creek upstream of the Interstate 5 crossings of the creek was studied by the Hydraulics Group for the Road Design Section of the Highway Division during the location and design phase of the Battle Creek Interchange-Talbot Road location of I-5.

The attached report by the Hydraulics Group contains information and history on the drainage basin and drainage conditions to the present.

It appears from the report that the development, to date, by Mr. Jones is safe from a 100-year frequency flood and the potential for his future development with the same protection exists.

A copy of an Urban Growth Management Program proposal presented to the Salem City Council, including a recommendation on urban drainage, is also attached.

If I can be of any further assistance, please let me know.

Sincerely,

F. B. Klaboe
Director of Transportation

Attachments

cc: Mr. Anthony Yturri

HSC:ia jv

bc: H. S. Coulter
C. O. Fredrickson
E. S. Hunter
J. H. Versteeg
F. E. Terpin
R. L. Lenz

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 4, 1979

FROM: Richard L. Lenz
Hydraulics Engineer

SUBJECT:

TO: F. B. Klaboe
Director of Transportation

Enclosed is a rough draft answer to Mr. Yturri as requested plus a copy of a hydraulics report on the subject matter.

Messrs. Ron Jones and Larry Epping are the owners of prime subdivision area upstream of Sunnyside Road. When CH$_2$M made the HUD study, they did not delineate the flood fringe of the flood plain westerly of Sunnyside Road. Mr. Jones is apparently going to hire CH$_2$M to determine the flood fringe as this will be necessary to his future development. There are plans for construction of 200 (+) homes and a possible shopping center (?) with all the required paved streets, parking lots, and storm water facilities. An excessive amount of runoff will be directed into Battle Creek. I would hope that this is a matter of great concern to the developers since they will be on the receiving end of their own increased rate of runoff down at Commercial Street. Flooding of existing homes upstream from the Bypass and Commercial Street would occur, particularly so it Mr. Jones develops the remaining property near Commercial Street at the lower level as allowed by HUD criteria. (It still remains to be seen whether or not they will insist on the extra storage available above the natural condition at Commercial Street).

This resultant flooding can be prevented only by a detention policy adopted by the City of Salem which would require every developer to detain their increased runoff and restrict the outflow from the detention system to the present runoff condition. Salem does not have such a policy at present. However, an URBAN GROWTH MANAGEMENT PROGRAM proposal is being presented to the City Council on Monday, June 4, in which is included a recommendation on urban drainage, involving detention. A copy of Page 25 is attached for your perusal. It appears that they have come to the realization that a detention policy is a necessity. Now it is just a matter of which is coming first - the chicken or the egg - development of the above-memtioned area or adoption of the policy, or perhaps self-preservation (conscience) on the developers' part will take care of the problem.

At the present, detention policy is promoted within the Highway Division by our District Engineers when developers' plans are submitted to them for permit approval. It is being incorporated into project designs at the design level. Consulting engineering firms in Klamath County have been approaching the City of Klamath Falls and Klamath County on the subject of responsibility for the sizing of and paying for storm sewer facilities in future developments. The City of Beaverton and Washington County presently have such policies. It is the only means by which existing facilities can suffice under the threat of development. I feel that we should do somehow, someway, by whatever means, what we can statewide to spread the word to planning commissions, through DEQ, etc., to accomplish this. Local governments do look to us for guidance in drainage expertise and this would be an excellent opportunity to proceed with the matter.

In this particular instance, as well as many others throughout the state, our past construction projects have placed us with our backs to the wall. To relieve the Highway Division of any further responsibility from future flooding at the Commercial Street site, it would be advisable to construct the additional facilities under the forthcoming contract.

FLL:ge

Encl.

RECEIVED
DOT DIRECTOR
JUN 5 '79
REFER TO
FOR
Info Invest R/D D/R Sign Act File

HYDRAULICS REPORT
Battle Creek Culverts
Battle Creek Interchange-Talbot Road Section I-5

Battle Creek runs west to east and crosses three past and present highway roadways. Sunnyside Road (formerly Highway 99E -- 1921 to 1936) is the most westerly crossing about 0.9 mile westerly of Commercial Street. Commercial Street (Highway 99E -- constructed in 1936) is the second crossing. The third crossing is the Salem Bypass about 1,200 feet further downstream. Two drainages are involved -- Battle Creek and Waln Creek (which crosses Sunnyside Road northerly of the Battle Creek crossing). The structures at the two crossings are a 10'x7' box culvert and a 10'x6' box culvert, respectively (total 130 square feet waterway area). The confluence of the two streams is upstream of Commercial Street. Commercial Street had a double 8'x8' wood box culvert (128 square feet) to carry the combined runoff. This culvert was replaced by a bridge in 1967. In 1952 the Salem Bypass was built and the structures beneath the southbound and northbound lanes were single 10'x8' box culverts (80 square feet).

In 1921, the drainage basin was composed of timbered slopes, orchards and meadows. Design of drainage structures at that time probably mirrored the cross-sectional areas of the immediate creek channels which are considered to reflect a runoff of a two-year frequency. Higher runoffs would flood the adjoining flood plains, causing no problems. In fact, two residents have said that in the winter season of 1947-1948, Sunnyside Road was under between one and two feet of water at Battle Creek for a time. When the new route (Commercial Street) was constructed in 1936, it effectively formed a "dam" across the flood plain with only the double 8'x8' box culvert to carry a two-year flood. Again, a larger runoff would be backed up across the upstream flood plain which contained meadows and brushy areas.

With the advent of development taking place in the Salem metropolitan area in all directions from the city limits, the Highway Division was requested to lower the Commercial Street crossing of Battle Creek or replace the double box culvert with a bridge. In 1967, a bridge was constructed, thereby eliminating the drainage block caused by the double box culvert. Previous to the bridge, the double box culvert controlled the upstream water elevation for any given flood. With the bridge at Commercial Street, the damming effect from the Bypass fill and single 10'x8' box culvert now controls the water surface elevation upstream of Commercial Street.

Some of the information contained in Mr. Pahl's letter on water surface elevations for the existing condition, and after if the two Bypass culverts are connected to form a single long culvert, was obtained from our earlier studies. Since the completion of the study for HUD by CH_2M and the receipt of Mr. Pahl's letter, a more definitive study has been made with the results reflected in the table below. We are in basic agreement with HUD on the 100-year frequency runoff, but our available information and study was not extensive enough to be able to determine the reduction in runoff to 820 cfs as a result of the available upstream storage. Our original study was based on a figure of 920 cfs. Mr. Pahl indicated two peaks of 960 cfs and 820 cfs were considered in the HUD study. Comparative elevations are shown using all three peaks. It is our understanding that the 100-year flood elevations HUD has established for the area in question are based on a peak of 820 cfs with upstream storage as it presently exists.

Combination of Conditions	Elevations at a common point 200 feet upstream of Commercial Street (99E)		
	960 cfs	920 cfs	820 cfs
Natural condition on Battle Creek before Commercial Street and Bypass	383.25	383.14	382.60
Double 8'x8' box culvert at Commercial Street		388.18	
Bridge at Commercial Street and existing Bypass culverts	386.47	386.96	384.84
Bridge at Commercial Street, Bypass culverts + 90' extensions to southbound culvert	386.90	386.33	385.14
Bridge at Commercial Street and Bypass culverts connected	386.29	385.70	384.65

As mentioned before, the double box culvert under Commercial Street controlled upstream water surface elevations. The water was backed up to an elevation five (5) feet higher than a natural condition. Upon removal of the box culvert and construction of the bridge, the water surface elevation was lowered by 2.25 feet approximately, and the remainder of the backup is now due to the Bypass restriction.

The proposed revision of the Battle Creek Interchange calls for an extension of the culvert under the southbound lane by 90 feet on the easterly end. This would cause a maximum increase in the water surface elevation at the common point of about five (5) inches. Connecting the north- and southbound culverts together into one long culvert would lower the water surface below the existing condition by only 2 inches.

Mr. Jones brought in additional material to raise the natural surface of the ground an average of two feet to elevation 386 to 386.5. The floors of the buildings have been set at elevation 387.5 and above. This means that for the occasional peak of 960 cfs there will be water around the buildings less than one-foot deep but the floors of the lowest buildings would be above the water by seven inches. Considering the 820 cfs peak used by HUD for the 100-year frequency, the ground would be at least ten inches above the water and the building floors a minimum of two-feet-four-inches above the water. These figures are relative to water surface elevations reflected by the existing conditions plus the proposed 90-foot extension on the southbound lane culvert. Constructing 250 feet of 10'x8' box culvert to completely connect the two Bypass culverts would improve the above conditions by only six inches at a cost of an additional $150,000.

Two additional alternates would be:

(1) Connect the existing culverts (exclusive of the 90-foot extension) and construct another 10'x8' box culvert alongside for the full length. $640,000

(2) Two additional culverts alongside of the existing (including a 90-foot extension). $350,000

Either of the two alternates would lower the water surface to within a reasonable approximation of an original, natural condition.

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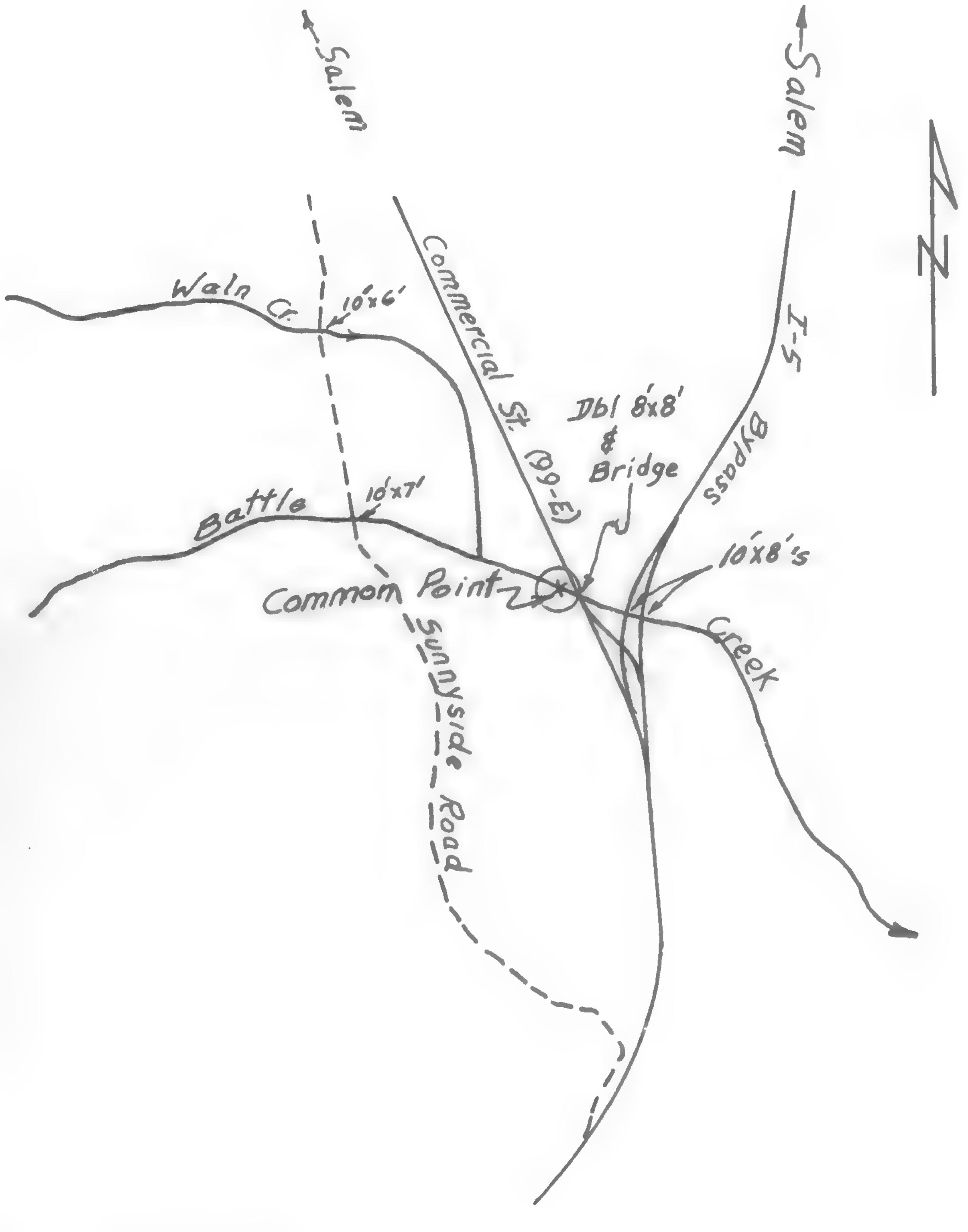
RLL:ab
June 5, 1979

less than one-foot deep but the floors of the lowest buildings would be above the water by seven inches. Considering the 820 cfs peak used by HUD for the 100-year frequency, the ground would be at least ten inches above the water and the building floors a minimum of two-feet and four-inches above the water. These figures are relative to water surface elevations reflected by the existing conditions plus the proposed 90-foot extension on the southbound lane culvert.

RLL:ab
June 5, 1979

Sketch Map
Battle Creek Interchange



Salem
Salem
N
Waln Cr.
10'x6'
Commercial St. (99-E)
I-5
Bypass
Dbl 8'x8' & Bridge
Battle
10'x7'
10'x8's
Common Point
Creek
Sunnyside Road

URBAN DRAINAGE

Salem and its environs are without a modern urban drainage management plan and the data upon which such a plan must be based. The City Council recently approved an extensive stormwater management program which will provide, with local and Federal funds, such a plan by 1981. It will deal with the dual problems of drainage quantities and quality.

Elements of the total plan will include on-site drainage detention, major mid-system detention basins, preservation of creeks and natural features, requirements for designation and protection of floodways, erosion control, provisions for public and private maintenance of certain elements of the drainage system, standards for design, construction and maintenance of the system and an updated storm drainage master plan.

Although the total plan cannot be completed until 1981, staff will be developing plan elements continuously as the Federally funded study progresses. Council should consider adoption of some elements as they are completed. Examples of such elements include a workable definition of which creeks are to be preserved in a natural state, creek design standards, a detention ordinance which regulates the rate drainage is released from developing properties, erosion control ordinances such as hillside development standards, and design and construction standards for piped systems. These elements will be part of the overall drainage management portion of the Growth Management Program. They can be developed before completion of the total drainage management plan, however, and should be used as soon as they can be adopted.

Development now must provide certain drainage improvements, yet present standards still allow these improvements to increase and concentrate the runoff to the detriment of existing downstream development. Considerable public investment is required to correct these problems. The plan will address this situation by requiring development to complete the ultimate improvements within the project and not increase or accelerate the natural runoff from the property. We feel this is one of the more important elements of the plan and will also be one of the first presented to Council for adoption. (The development industry has been notified of the initial requirement under this program in a letter from the Assistant Director of Public Works dated May 7, 1979.)

Recommendations

It is recommended that:

1. The City Council adopt the growth management program with no storm drainage element now but with the anticipation that it will be added when developed in 1981. That plan will include an appropriate assessment or fee to be charged for development.

2. Staff complete the elements of the plan which can be developed prior to 1981 and present them to Council, when completed, for review and adoption.

YTURRI, ROSE & BURNHAM
ATTORNEYS AT LAW
YTURRI BUILDING
P. O. BOX S
ONTARIO, OREGON 97914

ANTHONY YTURRI
GENE C. ROSE
CARL BURNHAM, JR.
GARY J. EBERT

AREA CODE 503
889-5368

May 14, 1979

William I. Peterson Engineering, Inc.
890 Promontory Place S.E.
Salem, OR 97302

Att: Samuel Pahl

COPY

Dear Mr. Pahl:

I have received your letter with respect to the Ron Jones and Company and the affect that the Transportation Department's proposed construction will have upon his property.

Very frankly, I am not familiar with this project and have referred your letter to Mr. Fred Klaboe, Director of the Department of Transportation, for reply.

I will talk to Mr. Klaboe with respect to this matter within the next few days.

Since I do not as yet have any Transportation Commission stationery, please forgive the fact that this has been written on my law office stationery.

Very truly yours,

Anthony Yturri, Chairman
Department of Transportation

AY:HRP

RECEIVED
DOT DIRECTOR
MAY 16 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Received
5-16-79

WILLIAM I. PETERSON ENGINEERING, INC.
890 PROMONTORY PLACE S.E. - SALEM, OREGON 97302 (503) 363-9227

May 10, 1979

Oregon Transportation Commission
Anthony Yturri, Chairman
c/o Yturri, O'Kief, Rose, and Burnham
89th S. W. 34th Street
Ontario, Oregon 97914

Dear Mr. Yturri:

We are working for Ron Jones and Company and have been asked by Mr. Jones to inform the Oregon Transportation Commission what affect the Highway Department's proposed construction would have on his property.

The Department of Housing and Urban Development (HUD) through its Federal Insurance Administration is investigating various streams that are subject to flooding. The new flood insurance law requires lenders to charge flood insurance premiums on those buildings and improvements located within the 100-year flood plain and subject to flood damage. Battlecreek in South Salem is one of those streams under study. The flood plain along this stream is quite extensive and insurance costs are substantial for those developments within the 100-year frequency flood plain that do not meet HUD's freeboard criteria. The flooding situation has been aggrivated by the Highway Division's under sized culverts under I-5 freeway. We, therefore, look to your agency to at least partially alleviate the flooding conditions by connecting the culverts under both north and south bound lanes.

We are very much concerned that the State Highway Department with its planned construction of I-5 freeway widening project will cause additional flooding by adding to the length of the culvert under the north bound lanes immediately, and again to the culvert under the south bound when the Salem bypass section is enlarged in the future. This will cause flood water surface to higher elevations than determined by HUD's study and require the payment of annual flood insurance premiums which are not now required. The buildings Jones and Company has presently under construction meets HUD's flood zone elevations and, therefore, payment of flood insurance is not a requirement.

CH2M-Hill, Consulting Engineers have been hired by HUD to make the flood study along Battlecreek starting at the I-5 freeway crossing and extending some 2 miles upstream from Sunnyside Road. Preliminary values determined by CH2M-Hill for a 100-year frequency flood would have a peak flow of 980 cfs with a corresponding water surface elevation of 387.7 feet at a common point 200 feet upstream from South Commercial Street (U.S. Highway 99E). The peak flow and water surface elevations were reduced to 820 cfs and 385.1 respectively when adjusted for upstream channel storage. Additional studies by others show that under present conditions a 100-year frequency flood flow of 920 cfs with a momentary peak of 960 cfs would have a water surface elevation of 387.5 feet which compares very well with those values determined by CH2M-Hill. A study with the culverts under the

LAND PLANNING AND DEVELOPMENT • WATER SYSTEMS • STREETS • SEWERAGE WORKS • STRUCTURES • AIRPORTS

freeway connected showed that the water surface would be 18 inches lower for a water surface elevation of 386.0 feet. Another study leaving out the freeway and 99E resulted in a water surface elevation of 383.3 feet. This proves quite conclusively that construction of the freeway with existing configuration of storm water conveyance facilities has quite an adverse affect on upstream flood waters and consequently property values.

The environmental impact statement is completely silent on probably its greatest impact which is the upstream flooding situation. Also it states that Battlecreek will probably not be impacted, however, the department plans are to lengthen the box culvert by some 18 feet.

In the past it has been customary to provide structures for a flood frequency of 25 or 50 years for a stream the size of Battlecreek with the thought that a 100-year flood is so remote that when it does occur people can put up with high water for a day or two every hundred years or so. With passage of the flood insurance act by the Congress of the United States this kind of thinking has suddenly become outmoded inasmuch as the act has changed the remote flood to an annual accounting by requiring the yearly flood insurance premium ranging from a penny to 10's of dollars per hundred dollars of valuation depending on location of the structure within the flood plain. The very high rates are not likely here, however, we know of older houses along Battlecreek that are being charged in excess of $100.00 annual premiums.

I believe the Highway Depatment has caused an imposition on Mr. Jones because the flooding has been increased over that experienced before the roads were built without compensation by obtaining flooding easements or flowage rights. Mr. Jones, to utilize his land was required to make extensive costly improvements in buying fill materials to raise the ground surface above HUD's determined flood level without assurance that the state will not cause him additional expense with its construction plans as presently contemplated.

Yours truly,
WILLIAM I. PETERSON ENGINEERING INC.

Samuel Pahl

Samuel Pahl

SP/sj

cc - H. S. Coulter, Highway Engineer
cc - Ron Jones and Company

[illegible]

1

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 7, 1979

Salem, OR 97310

FROM: Tony
Tony George, Engineering Coordinator
Environmental Section

SUBJECT: Battle Cr. - N. Jefferson Int.
Pacific Hwy. (I-5)
Marion County

TO: E. S. Hunter
Asst. State Highway Engineer

J. H. Versteeg
Head of Engineering

Gary A. Potter, Manager
Environmental Section

Attached is our preliminary Final Noise Study Report for the subject project. As this project was recently moved ahead on the contract letting schedule, we have attempted to design as much noise mitigation into the project as possible without the purchase of any additional right-of-way.

The mitigation analysis is discussed by area, beginning on page 10. A comparative summary is provided in Table 5, page 16. As can be seen, there are 16 impacted receptors on the project. Eight of these receptors can be mitigated by 3 berms--two berms are new, while one was already part of the project. The cost effectiveness of the two new berms is favorable. The total cost of mitigation is $30,000.

I recommend that the two new berms be added to the contract plans. Since we have coordinated the design of the berms with Ollie Sacre on the design team, I think they can be included in the project without excessive delay.

Your decision with regard to mitigation is requested.

AJG:lb

Attachment

6-19-76
approved
ESH

cy Tony George
J. H. Versteeg
Gary Potter
6-19-79

RECEIVED
TECHNICAL SERVICES
JUN 8'79
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

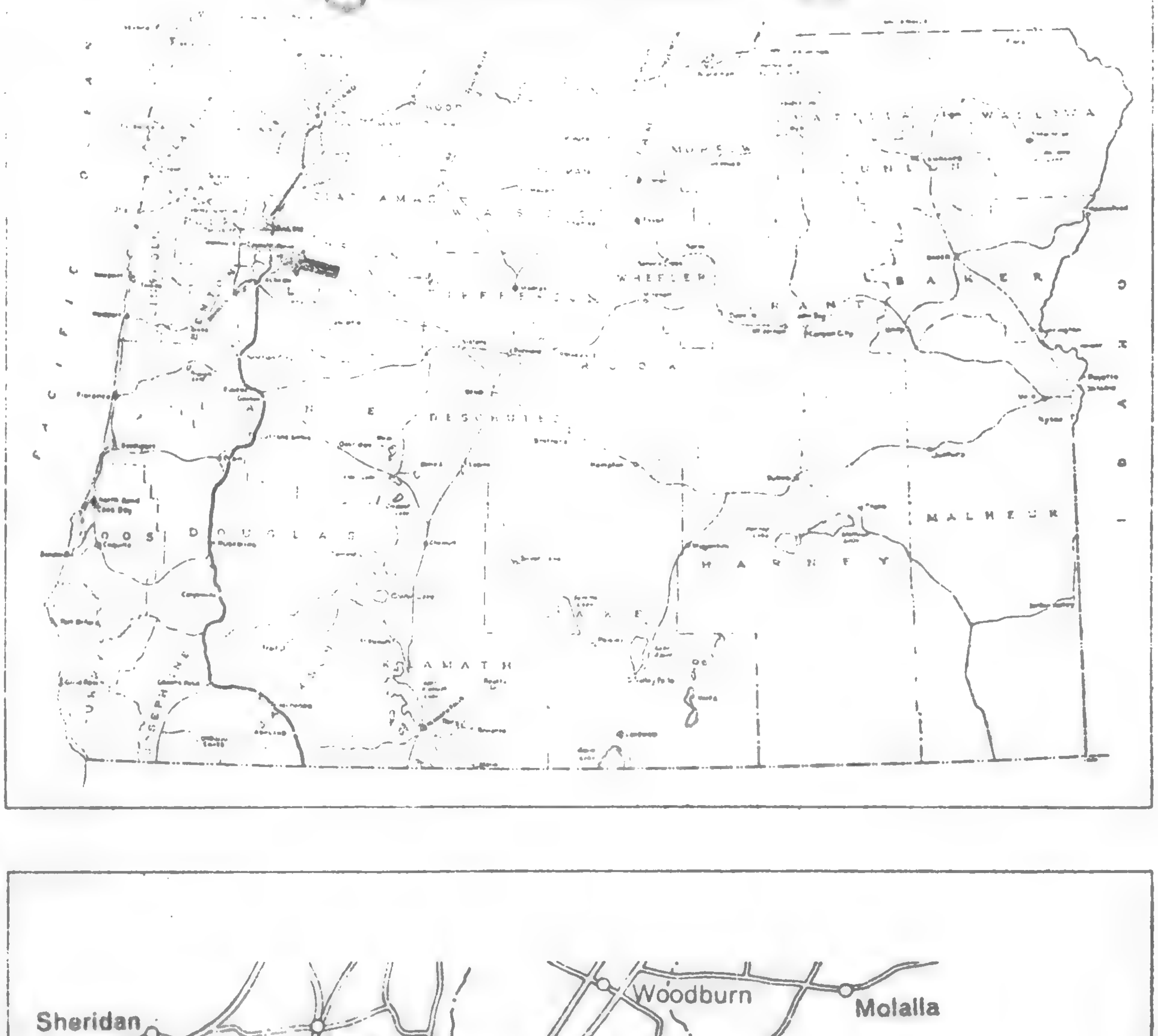
PRELIMINARY ONLY
SUBJECT TO CHANGE

Noise Study Report

BATTLE CREEK INTCHGE.-NORTH JEFFERSON INTCHGE.
PACIFIC HIGHWAY (I-5)
MARION COUNTY

Prepared by
Oregon Department of Transportation
Tim H. Thex, Sr. Environmental Engineer
Environmental Section
Technical Services Branch

FIGURE 1-PROJECT LOCATION


WALLOWA
UNION
MORROW
CLACKAMAS
WASCO
WHEELER
JEFFERSON
GRANT
BAKER
CROOK
LANE
DESCHUTES
COOS
DOUGLAS
HARNEY
MALHEUR
LAKE
KLAMATH
Sheridan
Amity
Woodburn
Molalla
Mt.
Angel
Silverton
P O L K
Rickreall
Salem
Dallas
Mon-
mouth
Indepen-
dence
Aumsville
Sublimity
M A R I O N
Stayton
Mehama
Mill City
Lyons
River
Jefferson
Kings Valley
Albany

PROJECT DESCRIPTION

Pacific Highway, I-5, is the major north-south highway of the West Coast, stretching from the Canadian border to Mexico. It enters Oregon at Portland and traverses the state in a southerly direction for 308 miles before entering California just south of Ashland. This highway is the main connecting link for major population centers of the Willamette Valley and the southwestern part of the state. The 1973 average daily traffic in the Battle Creek-North Jefferson Interchange Section was 24,400 vehicles, projected to a 1993 A.D.T. of 43,500. Of the total 1973 vehicle traffic, 14 percent was truck traffic. A breakdown in the truck traffic indicates that 2.3 percent were medium trucks and that 11.7 percent were heavy trucks.

This proposal combines several safety projects in conjunction with pavement overlay work. One such project calls for construction of a climbing lane, approximately 2.7 miles long, for northbound traffic on the Illahee Hill unit. This project also entails the reconstruction of about 1.9 miles of frontage road and the rebuilding of the Illahee Overcrossing and the Sunnyside-Turner Interchange.

The addition of a northbound climbing lane will make it possible for slow-moving vehicles to pass and, at the same time, will leave a travel lane for high-speed traffic. Since modification of the Sunnyside-Turner Interchange is necessitated by the addition of the climbing lane, the interchange will be modified to eliminate the hazardous sight distances and tight turns of the easterly frontage connection. The knolls of dirt and rock will be leveled, the roadway straightened, and hazardous two-way traffic on the interchange legs will be eliminated.

Other construction plans for the Battle Creek-North Jefferson Interchange Section call for (a) horizontal and vertical realignment of 1.9 miles of frontage road; (b) modification of the Battle Creek and North Jefferson Interchanges, to include a right-hand exit at the former; and (c) pavement overlay, safety improvements, and landscaping of the Battle Creek-North Jefferson Interchange Section.

The remainder of the safety project consists of widening the median to 23 feet through the multi-lane section and reconstructing an improved median barrier. Rock slopes adjacent to the shoulders will be flattened to a 6:1 slope. Acceleration and deceleration lanes will be modified at the Battle Creek and North Jefferson Interchanges.

LAND USE

The construction area is zoned R.A.1 (residential-agricultural with a minimum lot size of one acre for a residence) except for the interchanges zoned I.D. (interchange district--commercial and freeway-oriented industrial development). Adjacent to the existing highway are rolling hills covered with oak, fir, and brush, with an occasional clearing for farming. These rolling slopes are not generally suitable for agriculture and are being developed for suburban housing.

Residential development is light. Thirty-four residences are presently located within 300 feet of the centerline of the highway between Battle Creek Interchange and North Jefferson Interchange. Four other residences have already been removed due to right-of-way requirements.

Some local businesses rely upon highway access for their trade. Frontage roads on either side of the freeway from the Sunnyside-Turner Interchange to the North Jefferson Interchange provide access. There are two service stations in the southwest quadrant of the Sunnyside-Turner Interchange. One business adjacent to the easterly frontage road, an amusement park known as the Enchanted Forest, is accessible from the freeway by either the North Jefferson Interchange or the sunnyside-Turner Interchange by way of the frontage road.

METHODOLOGY

Noise predictions for the subject project were made using methodology in the Federal Highway Administration publication FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), December 1978. Predicted noise levels in the project section are contained in the FEIS for the Battle Creek-Talbot Road Section. However, these noise levels have been recalculated for this analysis.

Noise levels in this report and the Battle Creek-Talbot Road FEIS were recalculated for two reasons. The 1974 report utilized J. E. Wesler's Manual for Highway Noise Prediction, Report No. DOT-TSCFHWA-72-1, March, 1972 for noise predictions. Methodology in that report has been made obsolete by the current model which is presently the only prediction model approved for use by the FHWA. Also, traffic speeds for automobiles have been revised since the original traffic was calculated. In the original report, automobiles were assigned a speed of 66 miles per hour during the peak truck hour. Federal restrictions on speed have since been implemented to limit the speed of automobiles to 55 miles per hour in all states. Lowering traffic speeds reduces traffic noise levels slightly.

NOISE MEASUREMENTS

In order to test the accuracy of the FHWA noise model, actual noise measurements were taken in the project section in March, 1978. A summary of the measurement results and corresponding model predictions is given in Table 1.

The noise measurement sites chosen represent different receptors that may be affected as a result of the truck

Table 1

NOISE MEASUREMENTS AND MODEL PREDICTIONS

Site No.	Description	Autos	Med. Trucks	Heavy Trucks	Speed	Dist. From Center Line	Finite Roadway Adjustment Angle 1	Finite Roadway Adjustment Angle 2	Leq (Measured)	Leq (Predicted)	Difference
1	Front Yard of Residence Sta. 313+00 Lt.	1186	69	145	55	290'	-75	-30	60 dBA	59 dBA	-1
2	Enchanted Forest Parking Area Sta. 345+00 Lt.	1311	57	189	55	110'	-80	+80	72 dBA	71 dBA	-1
3a	Front Yard of Residence Sta. 380+00 Lt.	1155	45	244	55	106'	-80	+50	72 dBA	71 dBA	-1
3b	Backyard of Residence Sta. 380+00 Lt.	1155	45	244	55	186'	-80	+50	66 dBA	68 dBA	+2
4	Front Yard of Residence Sta. 442+50 Lt.	1410	71	204	55	335'	-80	+90	63 dBA	65 dBA	+2

climbing lane. All sites are located east of the freeway, and represent the receptor closest to center line in that area.

Reductions due to finite roadway adjustment (natural shielding) were considered when modeling the conditions occurring at the time the measurement data was taken. Adjustments for grade in the truck climbing section were not made, because the predictions were very close to measured data.

As can be seen from Table 1, there is close agreement between measured and predicted data. Consequently, FHWA noise model predictions for this project are assumed valid without adjustments or corrections.

NOISE ANALYSIS

FHPM 7-7-3 identifes land use categories typical of those adjacent to highway sections and establishes maximum design noise levels for each category. If these design noise levels are exceeded, noise mitigation measures must be evaluated, and, if feasible and cost effective, included in the project plans and specifications. The land use categories and their corresponding design noise levels are given in Table 2.

Design noise levels in Table 2 are indicated by two descriptors, the L_{10} and the L_{eq}. The L_{10} noise level is the sound level exceeded 10 percent of the time. The L_{eq} is the continuous sound level containing the same sound energy as the time varying sound of the same duration. The L_{eq} is used as

TABLE 2

Federal Highway Administration Design Noise Level Standards

	Design Noise Levels - dBA L_{eq} (h)	 L_{10} (h)	Description of Activity Category
A.	57 (Exterior)	60 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualitites of serenity and quiet.
B.	67	70	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C.	72	75	Developed lands, properties or activities not included in Categories A or B above.
D.	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

the descriptor in this report. The design noise level for all receptors considered in this analysis is L_{eq} 67 dBA.

The L_{eq} 67 dBA noise contour is the unshielded distance at which noise levels in excess of Federal design noise levels will occur. The following table indicates the relationship between present noise impacts and future noise impacts.

Table 3

PREDICTED NOISE CHARACTERISTICS OF PROJECT SECTION

Year	Distance to Unshielded Leq 67 dBA Noise Contour	Number of Receptors Inside Unshielded Leq 67 dBA Noise Contour	Number of Receptors Impacted by Noise above Federal Design Noise Levels
1973	215'	6	4
1993	310'	34	16

Some receptors are located inside the unshielded L_{eq} 67 dBA noise contour but are not impacted by traffic noise. This is largely due to the fact that the actual L_{eq} level is dependent upon the amount of shielding the receptor receives. Natural ridges, overpass structures, and other houses effectively block the line-of-sight between some receptors and portions of the roadway for noise reductions. These reductions, where portions of the roadway are shielded from the receptor, are referred to as finite roadway adjustments in the FHWA noise prediction model.

In 1993, sixteen receptors inside the L_{eq} 67 dBA noise contour are predicted to be impacted by traffic noise from the project section. Mitigation was investigated in accordance with FHPM 7-7-3. The results of the mitigation are summarized later in this report.

The addition of the truck climbing lane is not predicted to cause any adverse impacts. Analysis shows that the extra travel lane will not affect noise levels significantly. The equivalent lane distance, which is the controlling factor for distance adjustments to noise levels on the east side of the freeway, will only decrease by 8 feet. This change is responsible for an increase of less than one half dBA. Four residences adjacent to the truck climbing lane are predicted to exceed Federal design noise levels with or without the truck climbing lane.

The following traffic data was used in this analysis:

Table 4

PEAK NOISE HOUR TRAFFIC

Traffic Parameter	1973	1993
Automobiles per hour	1860	3550
Trucks per hour	250	425
Average speed autos (mph)	55	55
Average speed trucks (mph)	37	37

The impacted receptors are grouped into four study areas for mitigation analysis. These areas are as follows:

1. "L" Stations 340-355 Rt.
2. "L" Stations 386-394 Rt.
3. "L" Stations 465-485 Rt.
4. "L" Stations 345-442+50 Lt.

These areas are shown on Figure 2.

MITIGATION ANALYSIS

Area No. 1 - Sta. 340-355 Rt.

Four receptors in this area are predicted to receive noise levels in excess of Federal design noise levels in 1993. The receptors are all located on the west side of I-5, 200 to 250 feet right of the center line of the roadway. Predicted noise levels in year 1993 are L_{eq} 69 to 70 dBA.

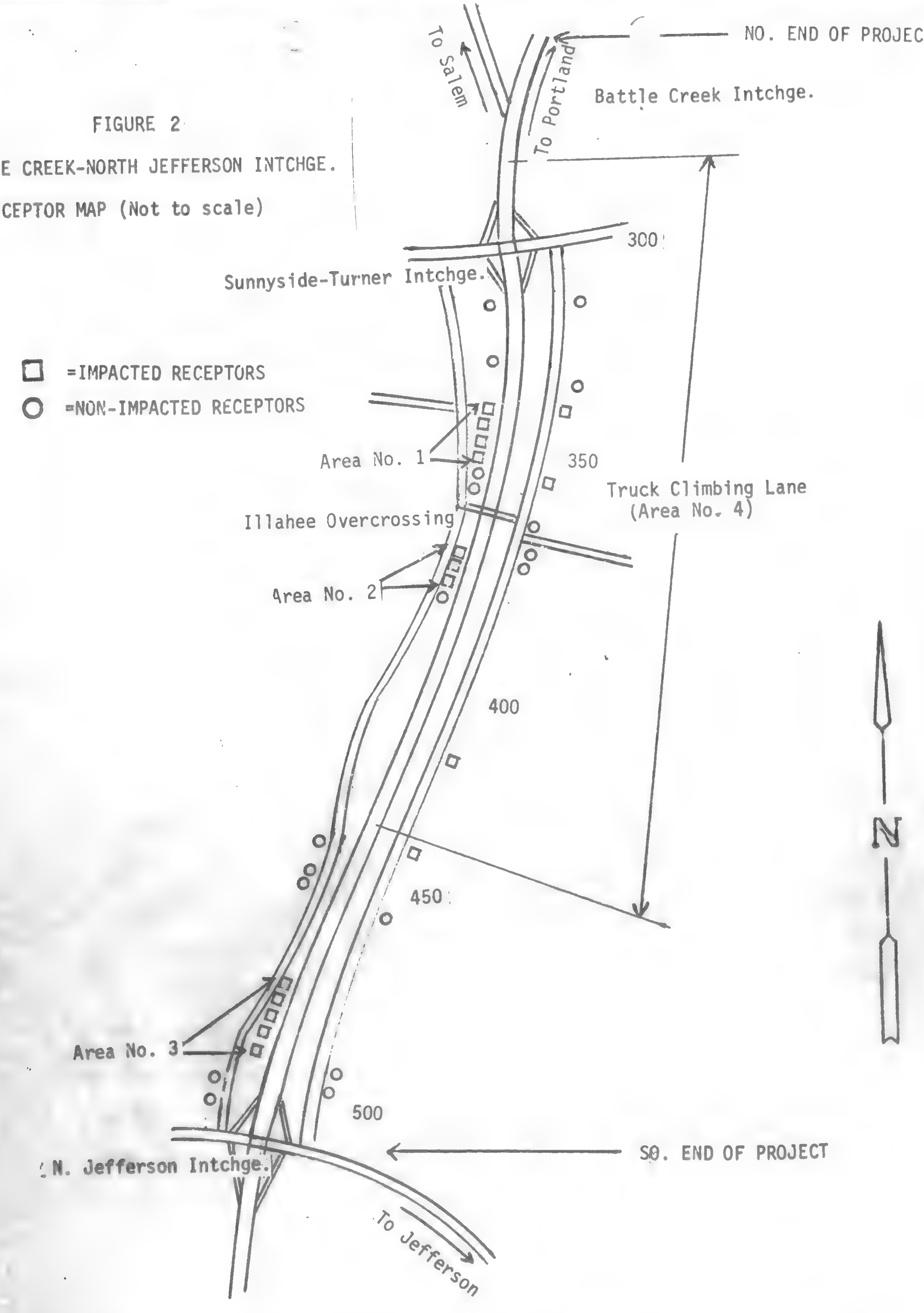
Between Stations 340 and 345, two receptors are situated above freeway elevation such that walls or berms of 20 to 30 feet in height would have to be constructed for mitigation. This is considered to be unfeasible due to the excessive height.

Between Stations 345 and 355, two other receptors are also situated higher in elevation than the roadway. A berm 15 to 20 feet in height would be needed to mitigate impacts. The berm would have to be built on private property to break the line-of-sight to the receptors. Additional right-of-way would need to be purchased.

FIGURE 2

BATTLE CREEK-NORTH JEFFERSON INTCHGE.

RECEPTOR MAP (Not to scale)


NO. END OF PROJECT
To Salem
To Portland
Battle Creek Intchge.
300
Sunnyside-Turner Intchge.
☐ =IMPACTED RECEPTORS
○ =NON-IMPACTED RECEPTORS
Area No. 1
350
Truck Climbing Lane
(Area No. 4)
Illahee Overcrossing
Area No. 2
400
N
450
Area No. 3
500
N. Jefferson Intchge.
SO. END OF PROJECT
To Jefferson

The purchase of right-of-way for noise mitigation purposes would delay the project for an indefinite period. Due to the necessity of advancing this project as quickly as possible, mitigation is not recommended for these two receptors.

Area No. 2 - Sta. 386-394 Rt.

Three receptors in this area will be exposed to noise levels of L_{eq} 68 to 70 dBA in design year 1993. They are located west of the freeway, 200 to 285 feet right of the center line of the roadway. A frontage road lies between the receptors and the roadway.

Two structures right of Stations 386 and 388 already receive partial shielding from the existing terrain between I-5 and the frontage road. FHWA design noise levels could be achieved at these two residences if the shielding effect was improved by the placement of extra material between Stations 382 and 385. Additional right-of-way would not have to be purchased. Estimated construction cost for the berm is $10,000. The only adverse effect would be the removal of trees that presently provide visual shielding to the receptors.

The other structure, right of Station 394, cannot be feasibly mitigated. There is not sufficient right-of-way between the freeway and the frontage road for a berm. Driveway access from the frontage road to the receptor would be blocked if any form of mitigation was implemented between the frontage road and the receptor. Mitigation in the form of a wall on the shoulder of I-5 is judged impractical, as it would block the view from the highway and would not blend into the overall highway environment in the project area. The purchase of additional right-of-way to mitigate the receptor is not considered practical since right-of-way acquisition would result in significant project delays.

Area No. 3 Sta. 365 - 385 Rt.

Five residences are predicted to be impacted in this area between the freeway and the frontage road. The average predicted noise level in 1993 is L_{eq} 68 dBA. The ground in this area is flat, affording no shielding to the receptors.

An 8 to 10-foot berm would break the line-of-sight between the receptors and the roadway. The maximum berm height attainable is 12 feet due to limited right-of-way. This would offer a 5 to 9 dBA reduction at the receptors. Estimated construction cost is $20,000.

To be effective, this berm should extend from Station 370 to 386 Rt. Additional right-of-way would not need to be purchased. All the receptors in this area would be satisfactorily mitigated if this berm was constructed.

Study Area No. 4 - Sta. 345 to 442+50 Lt.

Four receptors are adjacent to the freeway in the vicinity of the proposed truck climbing lane. Although the truck climbing lane would not cause additional noise, these receptors would be impacted by I-5 traffic noise.

The structure at Station 345 Lt. is predicted to receive noise levels of L_{eq} 73 dBA. This receptor is south of the Enchanted Forest recreation area. A frontage road and driveway lie between I-5 and the receptor, leaving insufficient room for any type of mitigation. A wall along the shoulder of the freeway is not considered practical as it would require a height in excess of eight feet and would not blend into the scenic environment. No mitigation is recommended at this receptor.

The receptor at Station 363 is predicted to exceed Federal design noise levels in year 1993. The predicted L_{eq} noise level is 68 dBA. Proposed construction earthwork in this area will break the line-of-sight between the receptor and the roadway by more than 5 feet. A 2900-foot berm parallel to I-5 and adjacent to the frontage road is scheduled to be built. This berm will reduce noise levels at the receptor by 5 dBA, meeting Federal design noise levels. No further mitigation would be needed.

One receptor at Station 427 Lt. is predicted to experience noise levels of L_{eq} 68 dBA. Two possible forms of mitigation, a wall and a berm, were investigated. A wall could be constructed along the freeway shoulder. However, it is not considered practical, since it would have to be 12-14 feet high to break the line-of-sight and therefore would not blend into the scenic environment. A berm could be constructed between the receptor and the frontage road which parallels the freeway. However, it is not considered practical since it would block access to the frontage road and would have to be 25 feet high. Because the berm would fill the drainage ditch adjacent to the frontage road, new drainage structures would also have to be provided. No mitigation is recommended.

Predicted noise levels at Station 442+50 Lt. in year 1993 are L_{eq} 71 dBA, which exceeds Federal design noise levels by 4 dBA. The factors affecting mitigation at this receptor are the same as those discussed for the preceding receptor. No mitigation is recommended.

SUMMARY

A summary of the mitigation analysis is found in Table 5.

The berms shown in Figures A, B, and C in the appendix to this report are recommended for inclusion in the project plans.

An exception to meeting Federal design noise levels is requested at the eight receptors where mitigation has been identified as unfeasible. Justification is contained in this report.

In accordance with FHPM 7-7-3, alternate forms of mitigation were also investigated for this project. These are found in the following section.

ALTERNATE MITIGATION METHODS

Traffic Management:

Various forms of traffic management measures were considered for noise abatement potential.

1. Prohibiting certain vehicle types (trucks) was considered but judged impractical as it would interfere with the flow of interstate commerce--a major purpose of the highway.

Table 5

NOISE CHARACTERISTICS AND MITIGATION RECOMMENDATIONS

Study Area	Total No. of Receptors	No. of Receptors Where Mitigation is Feasible	L_{eq} Level Without Mitigation	L_{eq} Level With Mitigation	Type of Mitigation Recommended	Height	Length	Total Cost	Cost/dBA/dwelling unit
1	4	0	69-70	NA	None	-	-	-	-
2	3	2	68-70	65-67	Berm	10'	300'	$10,000	$1,670
3	5	5	68	63	Berm	8'-10'	1600'	$20,000	$ 800
4	4	1	70-73	65	Berm	12'	2900'	Included in Project	-
	16	8							

2. Restricting times of truck use was also considered but judged impractical as above.
3. Modifying speed limits was considered and would be practical if such an action was consistent with the overall purpose of the project. Lowering average traffic speeds while keeping volumes constant can reduce the noise level 3 dBA. To accomplish this, traffic speed for the build alternative would have to be reduced 10-15 mph.

   Since the project is a major interstate highway (Interstate 5), a speed reduction as a noise mitigating measure is judged impractical.

Design Changes in Horizontal or Vertical Alignment:

1. Changes in vertical alignment were not explored during project design, because the only new construction on the project is the truck climbing lane, and its grade must be consistent with the other travel lanes.
2. Changes in horizontal alignment were not considered for the same reason as (1).

Real Property Acquisition - Noise Buffer Zones

1. Additional right-of-way has already been purchased in anticipation of future widening of

the roadway. A considerable distance is already present between the freeway and receptors.

2. Mitigation of noise impacts on any undeveloped property will be the responsibility of the applicable land use agency. Noise contour distances contained in this report will aid in determining where noise conflicts may occur. Noise impacts can be mitigated by future developers through the appropriate application of building setbacks, site design and acoustical treatment of structures.

CONSTRUCTION NOISE

Construction noise can, at the time, be considered an impact on the adjoining community. Areas adjacent to the project can experience increased noise. The type and use of equipment, traffic relocation (detour routes), material movement (haul routes), and various techniques, all contribute to this additional noise.

Construction noise rarely occurs in any one location for an extensive length of time, and depends on the complexity and duration of the project. For these reasons, it is considered a temporary problem.

The variety of equipment, operational modes, and the unpredictable location of on-site activities, combine to make an estimate of composite noise levels impractical, especially for specific receptor locations. Therefore, the discussion of construction noise is limited to equipment emission levels and feasible mitigation.

The most prevalent noise source is equipment powered by an internal combustion engine (usually diesel). This equipment is grouped (Figure 3) according to its mobility and operating characteristics: 1) earthmoving, 2) materials handling, and 3) stationary equipment. Equipment noise emission levels are shown in Figure 3.

Earthmoving equipment will create the worst noise on the project. The freeway and frontage roads are scheduled to be used for hauling material. This will create additional noise for all receptors located near the frontage roads. No blasting is anticipated.

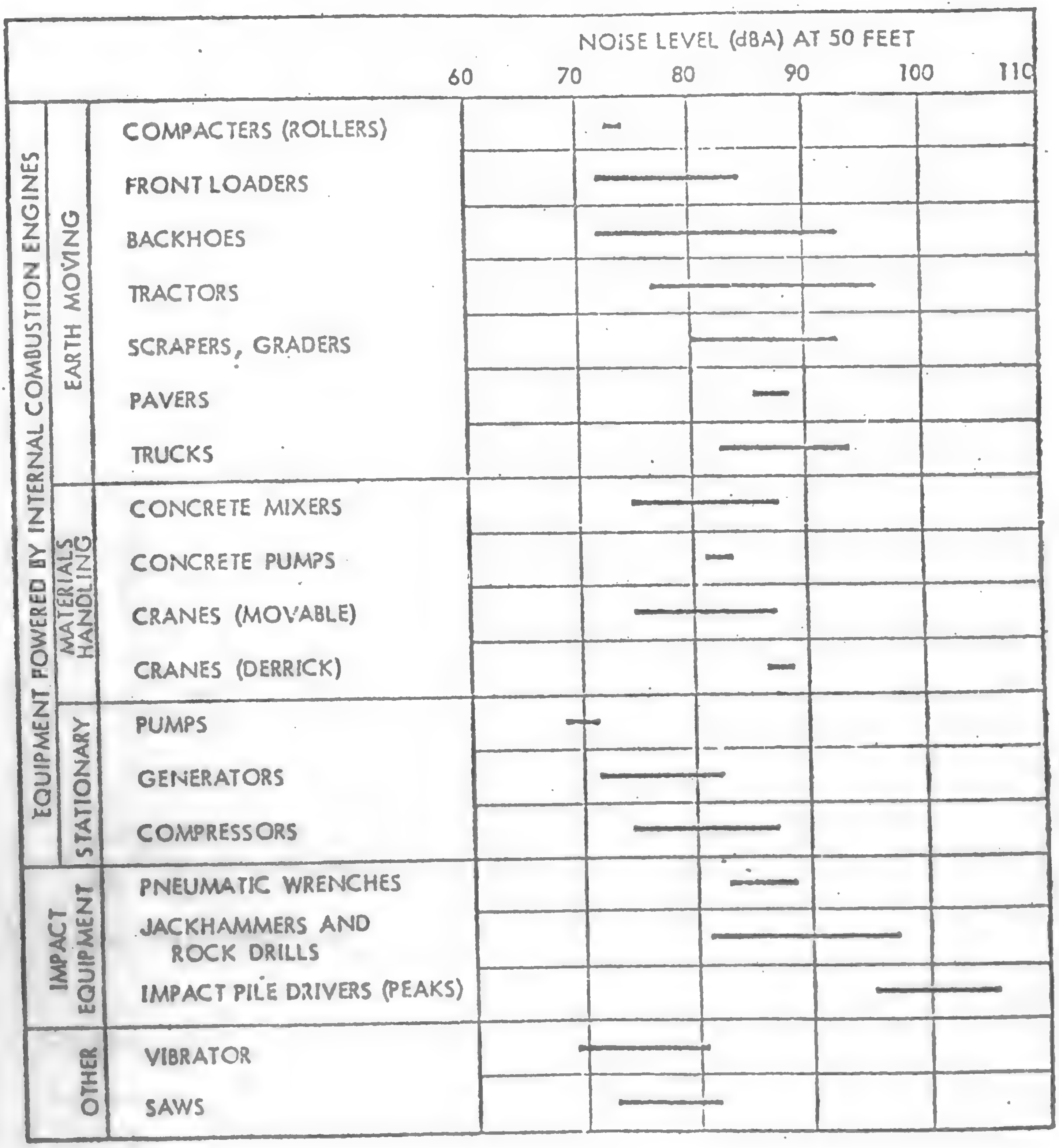
Stationary equipment will be limited to pumps, generators, and compressors. A rock crusher will not be operated, because all rock will be supplied by commercial sources.

Two structures will be modified. Temporary impacts will arise due to pile driving equipment.

Two methods are proposed for construction noise abatement on this project. One method of construction noise abatement is the early construction of any noise barriers designed for traffic noise mitigation. The other method of abatement would be the imposition of construction time constraints.

Figure 3

Construction Equipment Noise Ranges



The imposition of construction time constraints will insure that quiet periods of the day will be free of construction generated noise. Therefore, time constraints are proposed for inclusion in the project construction specifications. These constraints will be from 10:00 p.m. to 6:00 a.m., on weekdays and from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays. Pile driving operations will be suspended within 3000 feet of an occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. and 8:00 a.m. Exceptions to these restrictions may be granted by written approval of the local resident engineer.

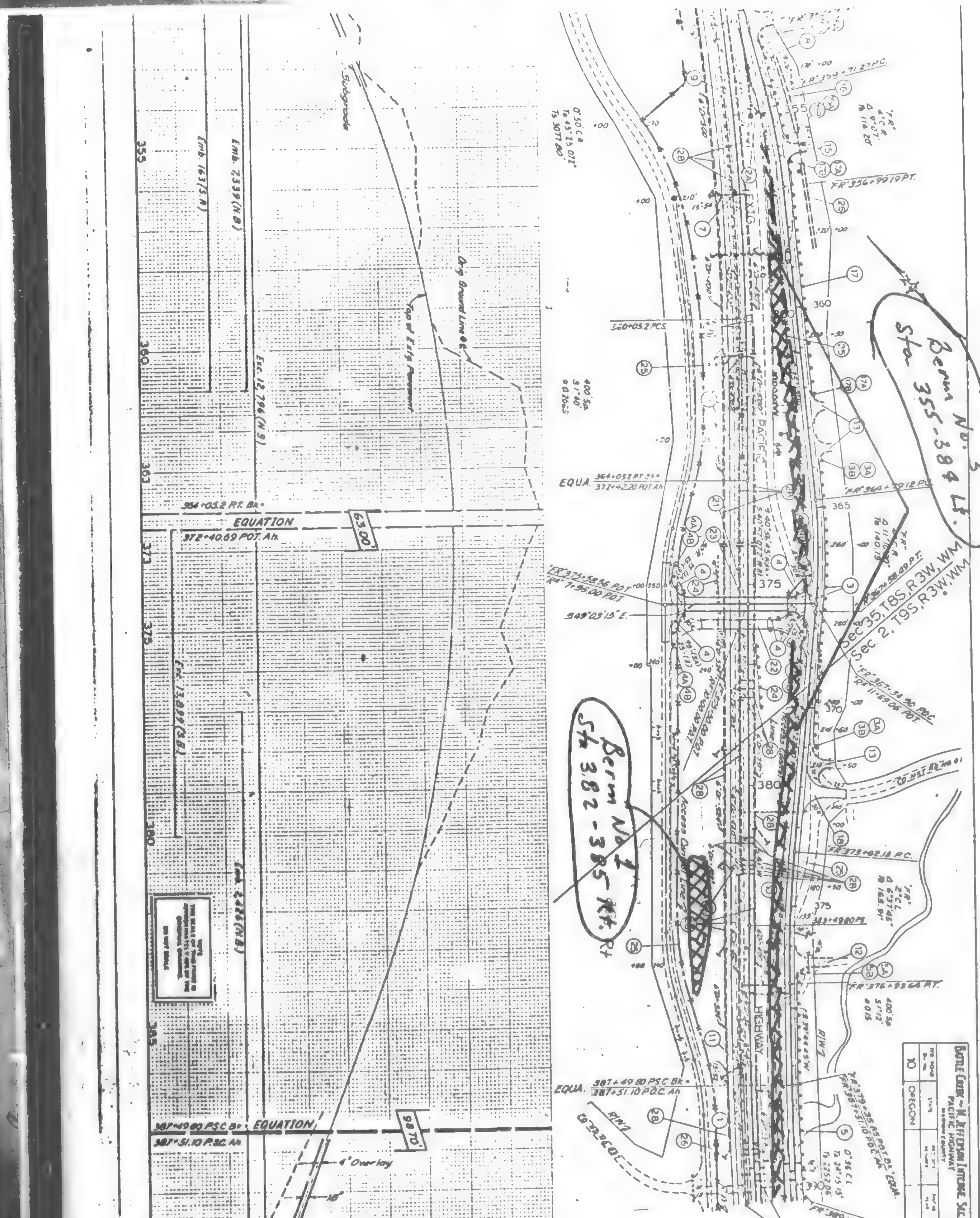
Should a specific noise impact complaint occur during the construction of the project, mitigation applicable to the situation will be investigated. Where practical, abatement will be implemented.

LOCAL COORDINATION

To date, the only communication that has taken place with local officials concerning the project noise impacts has been the circulation of the draft and final environmental impact statement on the project.

A copy of this report as well as a copy of FHWA policy regarding limitations on noise mitigation for future development (FHPM 7-7-3) will be forwarded to Marion County and the City of Salem. These reports will assist local jurisdictions in land use planning for both developed and undeveloped properties in the immediate vicinity of the project. The information contained herein can be used by local planning agencies to protect future land use development from becoming incompatible with anticipated highway noise levels.

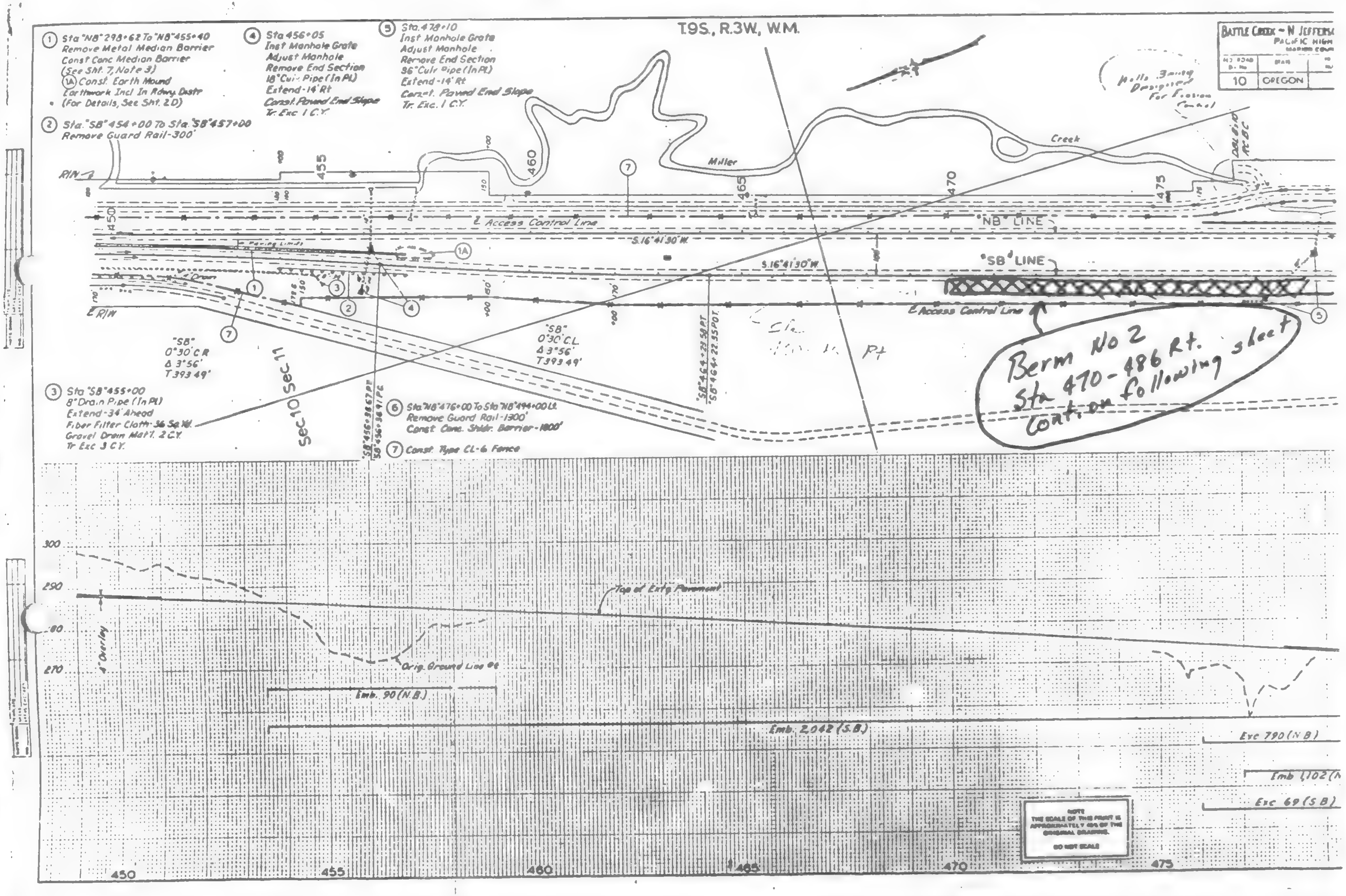
APPENDIX



Berm No. 3
Sta 355-384 Lt.
Berm No 1
Sta 382-385 Rt.
EQUATION
364+05.2 P.T. Bk.
372+40.69 P.O.T. Ah.
63.00'
EQUATION
387+49.60 P.S.C. Bk.
387+51.10 P.S.C. Ah.
98.70'
EQUA. 364+05.2 PT Bk.
372+42.20 POT Ah.
EQUA. 387+49.60 PSC Bk.
387+51.10 POC Ah.
Subgrade
Orig. Ground Line
Top of Exist. Pavement
4" Overlay
Emb. 163(S.R.)
Emb. 7339(N.B.)
Exc. 12,796(N.B.)
Exc. 12,839(S.B.)
Emb. 2,428(N.B.)
EXIST. PACIFIC HIGHWAY
Access Control Line
Sec. 35, T8S, R3W, W.M.
Sec. 2, T9S, R3W, W.M.
R/W
355
360
365
370
375
380
385
390
BATTLE CREEK - N. JEFFERSON INTERCHANGE SEC.
PACIFIC HIGHWAY
MARION COUNTY
OREGON
10

Figure A - Berms No. 1 & 3

Figure B - Berm No. 2



Berm No 2
Sta 470-486 Rt.
Cont. on following sheet

① Sta "NB" 298+62 To "NB" 455+40
Remove Metal Median Barrier
Const Conc Median Barrier
(See Sht. 7, Note 3)
(1A) Const. Earth Mound
Earthwork Incl In Rdwy Distr
(For Details, See Sht. 2D)
② Sta. "SB" 454+00 To Sta. "SB" 457+00
Remove Guard Rail-300'
③ Sta "SB" 455+00
8" Drain Pipe (In Pl)
Extend-34' Ahead
Fiber Filter Cloth-36 Sq Yd.
Gravel Drain Mat'l. 2 C.Y.
Tr Exc 3 C.Y.
④ Sta 456+05
Inst Manhole Grate
Adjust Manhole
Remove End Section
18" Culv Pipe (In Pl)
Extend-14' Rt
Const. Paved End Slope
Tr. Exc 1 C.Y.
⑤ Sta. 478+10
Inst Manhole Grate
Adjust Manhole
Remove End Section
36" Culv Pipe (In Pl)
Extend-14' Rt
Const. Paved End Slope
Tr. Exc. 1 C.Y.
⑥ Sta "NB" 476+00 To Sta "NB" 494+00 Lt
Remove Guard Rail-1300'
Const Conc. Shldr. Barrier-1800'
⑦ Const. Type CL-6 Fence
T.9S., R.3W., W.M.
Sec 10 Sec 11
R/W
E R/W
Miller
Creek
℄ Access Control Line
"NB" LINE
"SB" LINE
S.16°41'30"W.
"SB" 0°30' C R Δ 3°56' T 393.49'
"SB" 0°30' C.L. Δ 3°56' T 393.49'
"SB" 456+38.67 P.T.
"SB" 456+36.91 P.C.
"SB" 464+23.58 P.T.
"SB" 464+22.35 P.O.T.
DBL 8'x10' RCBC
450
455
460
465
470
475
300
290
280
270
4" Overlay
Top of Extg Pavement
Orig. Ground Line
Emb. 90 (N.B.)
Emb. 2,042 (S.B.)
Exc 790 (N.B.)
Emb 1,102 (N
Exc 69 (S.B.)
Walls Being Designed For Erosion Control
BATTLE CREEK - N JEFFERS
PACIFIC HIGH
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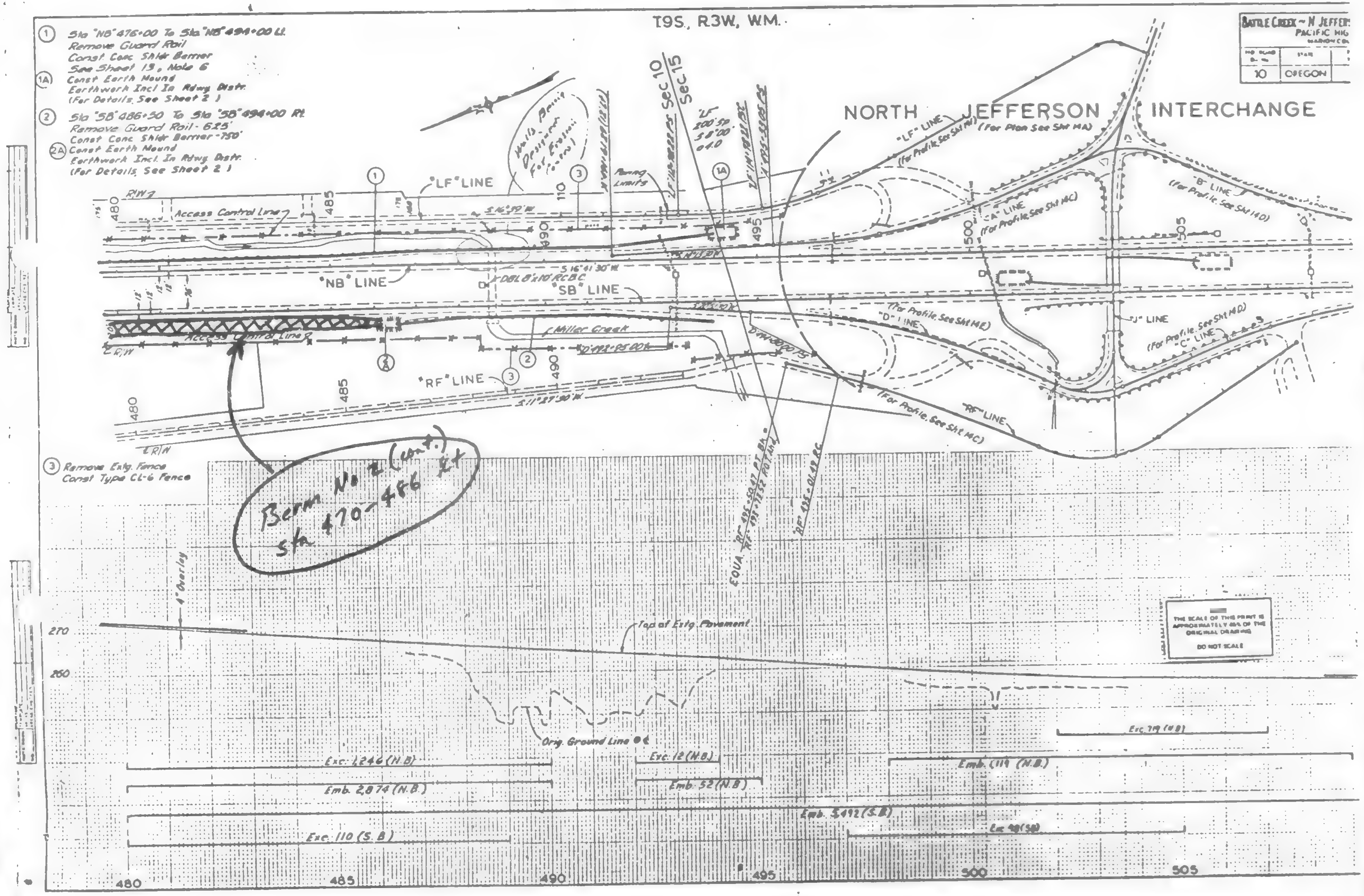
OREGON
NOTE THE SCALE OF THIS PRINT IS APPROXIMATELY ½ OF THE ORIGINAL DRAWING. DO NOT SCALE

Figure C - Berm No. 2 (cont.)



T9S, R3W, W.M.
NORTH JEFFERSON INTERCHANGE
BATTLE CREEK ~ N JEFFER
PACIFIC HIG
10
OREGON
① Sta "NB" 476+00 To Sta "NB" 494+00 Lt.
Remove Guard Rail
Const. Conc. Shldr Barrier
See Sheet 13, Note 6
(1A) Const Earth Mound
Earthwork Incl In Rdwy Distr.
(For Details See Sheet 2)
② Sta "SB" 486+50 To Sta "SB" 494+00 Rt.
Remove Guard Rail - 625'
Const Conc Shldr Barrier - 750'
(2A) Const Earth Mound
Earthwork Incl. In Rdwy Distr.
(For Details See Sheet 2)
③ Remove Extg. Fence
Const Type CL-6 Fence
Berm No 2 (cont.)
sta 470-486 Lt
Access Control Line
R/W
"NB" LINE
"SB" LINE
"LF" LINE
"RF" LINE
Miller Creek
DBL 8'x10' RCBC
Sec 10
Sec 15
Paving Limits
"LF" LINE (For Profile See Sht MA)
(For Plan See Sht MA)
"A" LINE (For Profile See Sht MC)
"B" LINE (For Profile See Sht MD)
"C" LINE (For Profile See Sht MD)
"D" LINE (For Profile See Sht MB)
"J" LINE
"RF" LINE (For Profile See Sht MC)
EQUA.
4" Overlay
Top of Extg. Pavement
Orig. Ground Line @ ℄
Exc. 1246 (N.B.)
Emb. 2874 (N.B.)
Exc. 110 (S.B.)
Exc. 12 (N.B.)
Emb. 52 (N.B.)
Emb. 3492 (S.B.)
Emb. 119 (N.B.)
Exc. 79 (N.B.)
270
260
480
485
490
495
500
505
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9034 Form FHWA 121 (Rev. 5-73) 1

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project I-5-4(-)243
Sunnyside-Turner Interchange, Bridge 2177B
Battle Creek-N. Jefferson Section
Marion County

DATE: May 21, 1979

In reply refer to: HFO.2-OR

FROM : G. L. Green, Division Administrator

[illegible]

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Hart's April 12, 1979, memorandum requested reconsideration of an earlier request to construct a new structure at the subject location with FAI funds. Reasons sighted for the need of a new structure include those submitted in an April 16, 1974 memorandum on the same subject and an updated traffic projection for the crossroad.

While the horizontal clearance for the crossroad is less than desirable, it is considered adequate for the traffic demands. In view of this, reconstruction of the Sunnyside-Turner Road Interchange structures is not eligible for Federal Interstate Fund participation.

G.K. Homer
for G. L. Green

cc:
W. J. Hart (OSHD)

RECEIVED
STATE HWY ENGR
MAY 23 '79
REFER TO H. S. COULTER
FOR

Info	Immed	R/D	D/R	Sign	Act	File

GENERAL FILES

1034 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

Memorandum

DATE: May 18, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-5(-)25
Northbound Overcrossing of
Battle Creek Offramp

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Your final plans for the above bridge were submitted to us May 2, 1979. We understand that the structure (Bridge No. 16161) is involved in a recent change in roadway alignment and we will withhold our approval until final details for this area are worked out. Please resubmit the new structure when plans are ready.

G. L. Green

Attachment

cc:
OSHD (W J Hart)

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orig to

9036 1-5

Salem, Oregon
May 17, 1979

A D Olson
A. D. Olson
Preliminary Design Engineer

Battle Creek-N. Jefferson
~~Pacific Highway~~
Marion County

Anthony J. George
Engineering Coordinator
Environmental Section

As requested in your May 4, 1979, letter.

Berm No. 1---There is adequate right-of-way for the berm; however, trees that provide a visual shielding would have to be removed to construct the berm. With the berm ending 100 to 300 feet north of the receptors the attenuation provided would seem questionable unless there is some other shielding to the south.

There would be no apparent adverse impact to the road design by building the berm.

Estimated construction cost $10,000.

Berm No. 2---The maximum berm height attainable is 12 feet due to the limited right-of-way. This will require 1½ to 1 slopes in order to get sufficient height to break the line of sight.

Estimated construction cost $20,000.

There would be no apparent adverse impact to the road design for this alternative; however, if the section is 6 laned it will probably be necessary to curb the section and provide a drainage system.

Berm No. 3---This berm breaks the line of sight to the receptor at Station 363 Lt. more than 5 feet.

Berm No. 4---A berm from Station 345 Rt. to 355 Rt. would definitely require additional right-of-way.

ADO:ab

REFERRED TO adf
Beard ✓ Broudermeyer
Cole [illegible]
Erikson Watson
Hager Dorn Lou
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BY FINAL DESIGN ENGINEER

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Anderson
2 Christensen DOC
Olson
Sullivan
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MAY 17 1979
ROAD DESIGN SECTION

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 622-1902E

Salem, OR

May 17, 1979

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: N. Jefferson Intch.-
N. Albany Intch.

TO: Frank E. Terpin
LOCATION SECTION

Transmitted herewith are notes in red on As Constructed plans for existing guard rail height - overlay depth will dictate adjustments, concrete barrier may require adjustment.

We would propose that continuous flexible, perforated, 6" drain pipe be installed adjacent the P.C.C. slabs to drain the water from under the slabs. Slabs are stable at this time, removing the water should maintain their stability. Crack filling required.

Removal of A.C. adjacent to, and on the bridges, should be considered, if the overlay depth is more than the structures would allow.

Existing guide posts should be salvaged and reinstalled.

Talbot Road interchange has two-way ramps, revision should be considered if within the scope of this project.

cc: Dick Nelson

9036 1-5

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT.

378-6558
TELEPHONE

TO: Memo to the File

DATE: May 16, 1979

FROM: Don Stoudenmeyer
Preliminary Design Supervisor

Don Stoudenmeyer

SUBJECT: Battle Creek-N. Jefferson Interchange Sec.
[redacted]
Marion County
Report, Plans-in-Hand Review

A plans-in-hand review on the subject project was held on Friday, May 11, 1979, in the Region 2 office. The following attended:

Don Stoudenmeyer	Final Design
Ollie S. Sacre	Final Design
Ted Litchfield	Region 2
Paul Galloway	Specs.
Dick Nelson	Resident Engineer
Carl W. Williams	Construction
Terry Shike	Bridge
Bill Kappus	FHWA
John Read	Region 2
Merle Anderson	Landscape
Rick Kuehn	District 3
Kerry Dayton	District 3
Art Gottfried	Resident Engineer
Chuck Hemenway	Inspector
Cliff Lehman	Region 2
Eddie Welsh	Region Environment

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MAY 18 1979
ROAD DESIGN SECTION

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Anderson
2 Christensen DC
Olson
3 Sullivan JWS
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Title Sheet: Stockpile area for salvaged guardrail and sign bridge will be changed from E. Highway Shops to area off Sunnyside-Turner Road and will be shown on Title Sheet.

Sheet 2: Perf. pipe location will be shown on typical sections.

Region wanted 6' shoulder slope on speed change lanes revised to 0.025 rather than 0.04. The 0.04 is standard and will not be changed.

Sheet 2A: Region questioned existing surfacing width on Commercial Street on-ramp. It will be checked out.

Sheet 2B: Region suggested the aggregate base and the treated base all be "treated base". This will be checked with Gregg.

Region suggested a typical showing ramps narrowed and pavement removed. The removal can be shown on the plan sheet 14A.

Sheet 2E: Region suggested PCC cap on pipes could be CTB. This will be checked.

Sheet 2F: Region recommended PC concrete lined ditch not be used in favor of rock inlay. This will be revised.

Sheet 2H: Region requested use of riprap class 50 and no filter blanket. This will be revised.

Sheet 2N: Stockpile area will be eliminated and the PCC cap shown on the subdrains.

Sheet 3: Region recommends omitting the fence across Battle Creek. Item 5 should call for removal of cable quardrail and Item 5A should eliminate the mound and extend the barrier north to the cut slope.

Sheet 3A: Existing guardrail at the Battle Creek structure should be removed, new barrier extended, and a road approach shown. The luminarires are not shown correctly and a riprap ditch is needed at "J" 237 on the left.

Sheet 4: Region suggested checking the drainage at "J" Station 250 and "SB" Station 542.

Sheet 5: The shoulder barrier should be extended north to the cut bank and perf. pipe should be added through the cut on the "SB" line.

Sheet 7: The cross road between the ramps should be overlayed, shoulder barrier should be added under the structure and the guardrail and fencing on the east side should be extended to the access control line. Other fencing should be revised.

Sheet 7E: Storm sewer should be removed.

Sheet 9: There are existing buildings in the R/W near Station 329 on the right that will need removing. About 200 feet of shoulder barrier is needed on the frontage road and the frontage road area of no construction is to be overlayed. In fact, both frontage roads on the east and west are to be overlayed where not reconstructed, according to FHWA.

Sheet 10: Drainage is to be checked where we are filling between the highway and frontage road on right. Guardrail exists where County Market Road #41 enters the frontage road and should be removed to be replaced with a sound berm. Also there are mailboxes to be relocated. During removal of the Illahee structure, traffic handling is to be carefully spelled out.

Sheet 11: Region recommends a new pipe be installed on the frontage road right opposite highway Station 405. We will also study an alternate of constructing a retaining wall between the frontage road and highway on the left in place of lowering the frontage road to the highway grade. It also appears a shoulder barrier is needed between the highway and frontage road on the right.

Sheet 12: At Station 430 a R/W obligation requires a type 2 fence be installed through the property. The proposed fence between the highway and frontage road left should stop at Station 443. From there south the existing fence and rose bushes are adequate.

Sheet 13: Guardrail should be added at the box culvert crossing.

Sheet 14: Mailboxes need relocating. Add guardrail at Miller Creek Bridge, and revise fencing.

Sheet 14A: R/W fence through properties on both sides of interchange is needed. Some existing rail is improperly shown and the box culvert at Station 508 needs protection for the parapets.

A new design for the Battle Creek Interchange was discussed. The plan would move the northbound highway westerly near the southbound lanes and use the existing highway as the interchange ramps. This would eliminate the excess excavation material for which we have not found a disposal area.

Region recommends the new design be adopted.

DNS:cj
cc: Those in attendance.

9036

1-5

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT.

378-6558
TELEPHONE

TO: MEMO TO THE FILE

DATE: May 7, 1979

DNStoudenmeyer

FROM: Don N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Battle Creek-N. Jefferson Interchange Sec.
[redacted]
Marion County

A plans-in-hand review will be held on the subject section in Chuck Frederikson's office in the E. Highway Building on Friday, May 11, 1979, at 8:45 A.M. Region II will provide transportation for those from the main office and will pick us up at the south end of the Transportation Bldg. at 8:30.

The following items, by plan sheet number, will be included in the discussion:

Sheet 2E: 12" high early P.C.C. surfacing instead of 6" A.C. for both crosspipes and longitudinal pipes including drain pipes.

Sheet 2J: Northbound detour without haul structure for construction timing.

Sheet 2Q: Type "D" modified inlet revised per Region's request at previous plans-in-hand.

Sheet 3 and others with fencing: CL-6 fence has been used to replace Type 3 previously called for.

Sheets 3 & 4; Median treatment typical added for disposal of excess excavation. Need alternate location if this plan is used.

Sheet 3: Temporary erosion control added to project.

Sheets 5 & 6: Commercial Street exceleration lane extended to southbound off ramp at Sunnyside-Turner Road.

Sheet 7: 30" smooth steel pipe to be threaded thru existing 3'x3' wood box. Energy dissipater to be constructed at outlet end.

Sheets 8-12: Perforated drain pipe added thru this area as water is seeping through pavement.

1 Versteeg ✓
Anderson
2 Christensen Doc
Olson
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ROAD DESIGN SECTION

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Sheet 8: Frontage road profile revised so Maranatha Court can be connected without excessive grades.

Sheet 9: 4' chain link fence with pickets to be placed on top of shoulder barrier between frontage road and highway.

Sheet 10: Sound berm being added from Sta. 376+50 to 388 on right.

Sheet 11: County quarry on right opposite Sta. 415 is possible location for disposal of excess excavation.

Sheets 13 & 14: Erosion control walls on double box not to be constructed. Sound berms being added from Sta. 462 to 485 on right.

Sheet 14: "RF" line revised so construction of new bridge no longer necessary.

Sheets 3-14: Temporary sediment fence shown on plans at locations [redacted] felt necessary. Other locations as directed by the Engineer.

A recent possible revision to the Battle Creek Interchange will also be discussed. It will be added to the plans later if approved.

DNS:cj

cc: Ted Litchfield
W. H. Kappus, FHWA
Fred Yarbrough
Carl Williams
Walt Hart
Jack Sullivan
Merle Anderson
Ollie Sacre
D.N. Stoudenmeyer

7036

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

May 4, 1979

Salem, OR 97310

FROM: Anthony (Tony) J. George, Engineering Coord.
Environmental Section

SUBJECT: Noise Study Report
Battle Creek-N. Jefferson Interchange
~~Pacific Highway~~
Marion County, Oregon

TO: J. H. Versteeg
Design Section

The following information is being requested in order to document preliminary findings of our noise study report for the above referenced project. This information is needed to accelerate the evaluation of the design and feasibility of mitigation measures.

The noise study report now being prepared indicates that 16 receptors within the project limits will be exposed to noise levels above Federal design noise levels by year 1993. At 8 of the receptors, mitigation was judged to be infeasible. At 8 of the receptors, noise impacts can be satisfactorily mitigated by 3 earth berms on the project. Through consultation with Ollie Sacre on your staff, we have developed three berm proposals which appear to be feasible. Would you please confirm the engineering feasibility and also determine the approximate cost of each berm. Also, please indicate any other problems or benefits attributed to the berms. The proposals are as follows:

Berm	Station	Length	Height
1	382-385 Rt.	300'	0-10' (Variable)
2	470-486 Rt.	1600'	8'-10'
3	355-384 Lt.	2900'	12' (Already included in project)

Berm No. 1. This berm is recommended to provide shielding to residences at Station 386 and 388 Rt., elevations 405 feet and 395 feet respectively. Please provide costs and a feasibility determination for this berm.

Berm No. 2. This berm is recommended to provide shielding to five residences in this area. Please confirm maximum berm height attainable and whether it will be sufficient to break the line of sight in this area. A cost estimate and feasibility determination is also needed.

REFERRED TO
Beard ✓ Stoudenmeyer DM
Cole Semple
Eriksen Watson
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen DM
Ab Olson copy
Sullivan
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Trout
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J. H. Versteeg
May 4, 1979
Page 2

Berm No. 3. This berm is already included in the project plans. Please confirm that this berm breaks the line of sight to the receptor at Station 363 Lt. by at least one foot. If it does not, can the height be increased to make this an effective noise barrier?

In addition to the above, a 1000 foot berm from Station 345 Rt. to 355 Rt. was investigated but determined to be unfeasible due to lack of right-of-way. Please confirm that this berm would require additional right-of-way.

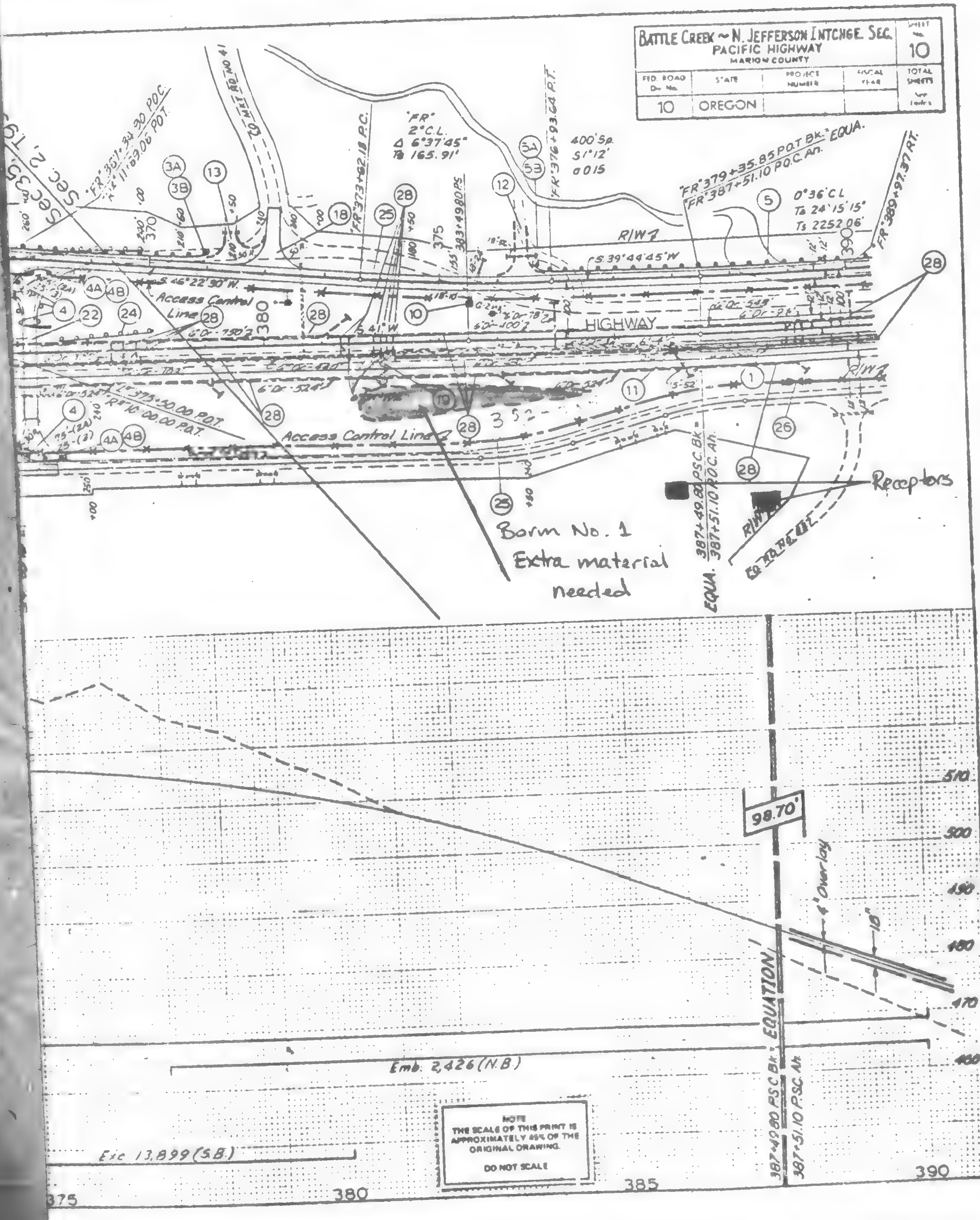
If there are any questions, please contact Tim Thex or myself.

AJG:brl

Attachments

cc: A. Olson-w/attachment
Tim Thex-no attachment

BATTLE CREEK ~ N. JEFFERSON INTCHGE. SEC. PACIFIC HIGHWAY MARION COUNTY				SHEET No. 10
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


Sec. 2, T9S
"FR" 361+34.30 P.O.C.
"A" 11+69.06 P.O.T.
TO MKT. RD. NO. 41
"FR" 373+62.18 P.C.
"FR" 2° C.L.
Δ 6°37'45"
Ta 165.91'
383+49.80 P.S.
"FR" 376+93.64 RT.
400' Sp.
S1°12'
a 0.15
"FR" 379+35.85 P.O.T. Bk. "FR" 387+51.10 P.O.C. An. EQUA.
0°36' C.L.
Ta 24°15'15"
Ts 2252.06'
"FR" 389+97.37 RT.
R/W
S 39°44'45" W
S 46°22'30" W
Access Control Line
HIGHWAY
"FR" 375+50.00 P.O.T.
"R" 10+00.00 P.O.T.
Access Control Line
EQUA. 387+49.80 P.S.C. Bk. 387+51.10 P.O.C. An.
TO 10 NO. 41
370
375
380
390
Berm No. 1
Extra material needed
Receptors
510
500
490
480
470
460
98.70'
4" Overlay
10"
EQUATION
387+49.80 P.S.C. Bk. 387+51.10 P.S.C. Ah.
Emb. 2,426 (N.B.)
Exc. 13,899 (S.B.)
375
380
385
390

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 65% OF THE ORIGINAL DRAWING.

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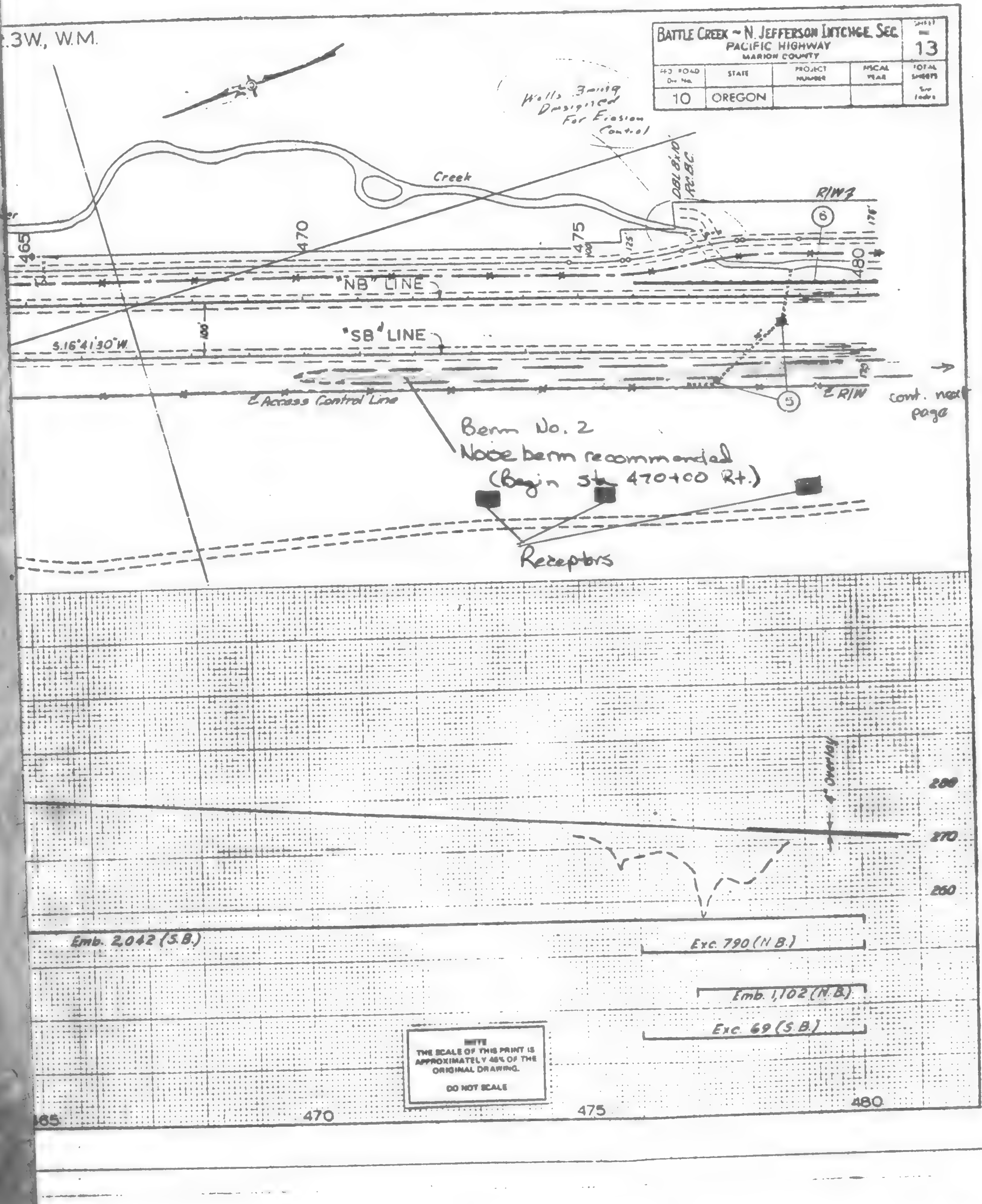

.3W., W.M.
Creek
DBL 8x10 RC.B.C.
R/W
6
176'
465
470
475
480
100
125
"NB" LINE
"SB" LINE
S.16°41'30"W.
Access Control Line
R/W
5
280
270
260
4' Overlay
Emb. 2,042 (S.B.)
Exc. 790 (N.B.)
Emb. 1,102 (N.B.)
Exc. 69 (S.B.)
465
470
475
480

BATTLE CREEK ~ N. JEFFERSON INTCHGE. SEC. PACIFIC HIGHWAY MARION COUNTY				SHEET 13
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
10	OREGON			

Wells Being Designed For Erosion Control

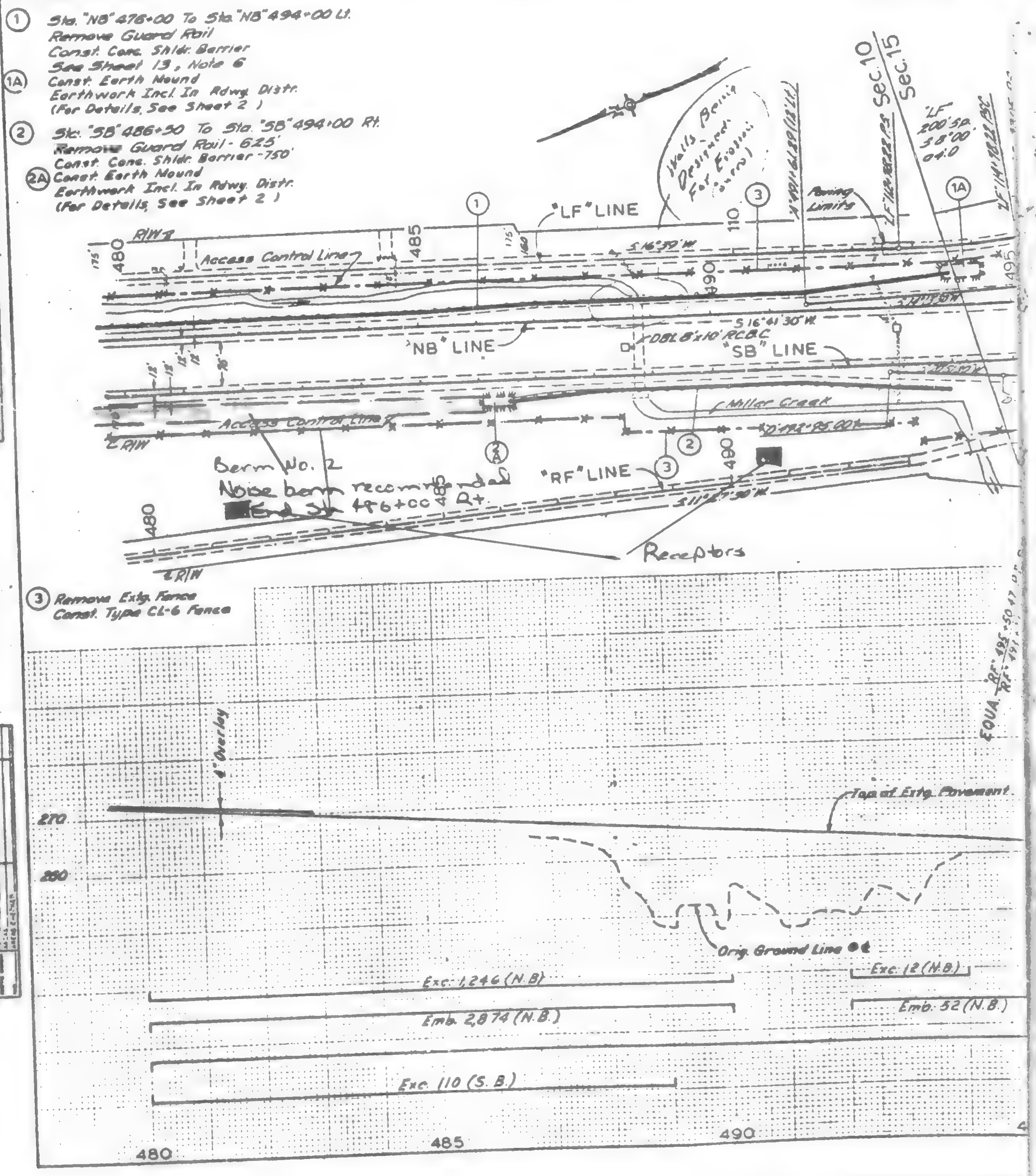
Berm No. 2
Noise berm recommended
(Begin Sta. 470+00 Rt.)

Receptors

cont. next page

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 48% OF THE ORIGINAL DRAWING.

DO NOT SCALE



T.9S., R.3W., W

① Sta. "NB" 476+00 To Sta. "NB" 494+00 Lt.
Remove Guard Rail
Const. Conc. Shldr. Barrier
See Sheet 13, Note 6

(1A) Const. Earth Mound
Earthwork Incl. In Rdwy. Distr.
(For Details, See Sheet 2)

② Sta. "SB" 486+50 To Sta. "SB" 494+00 Rt.
Remove Guard Rail - 625'
Const. Conc. Shldr. Barrier - 750'

(2A) Const. Earth Mound
Earthwork Incl. In Rdwy. Distr.
(For Details, See Sheet 2)

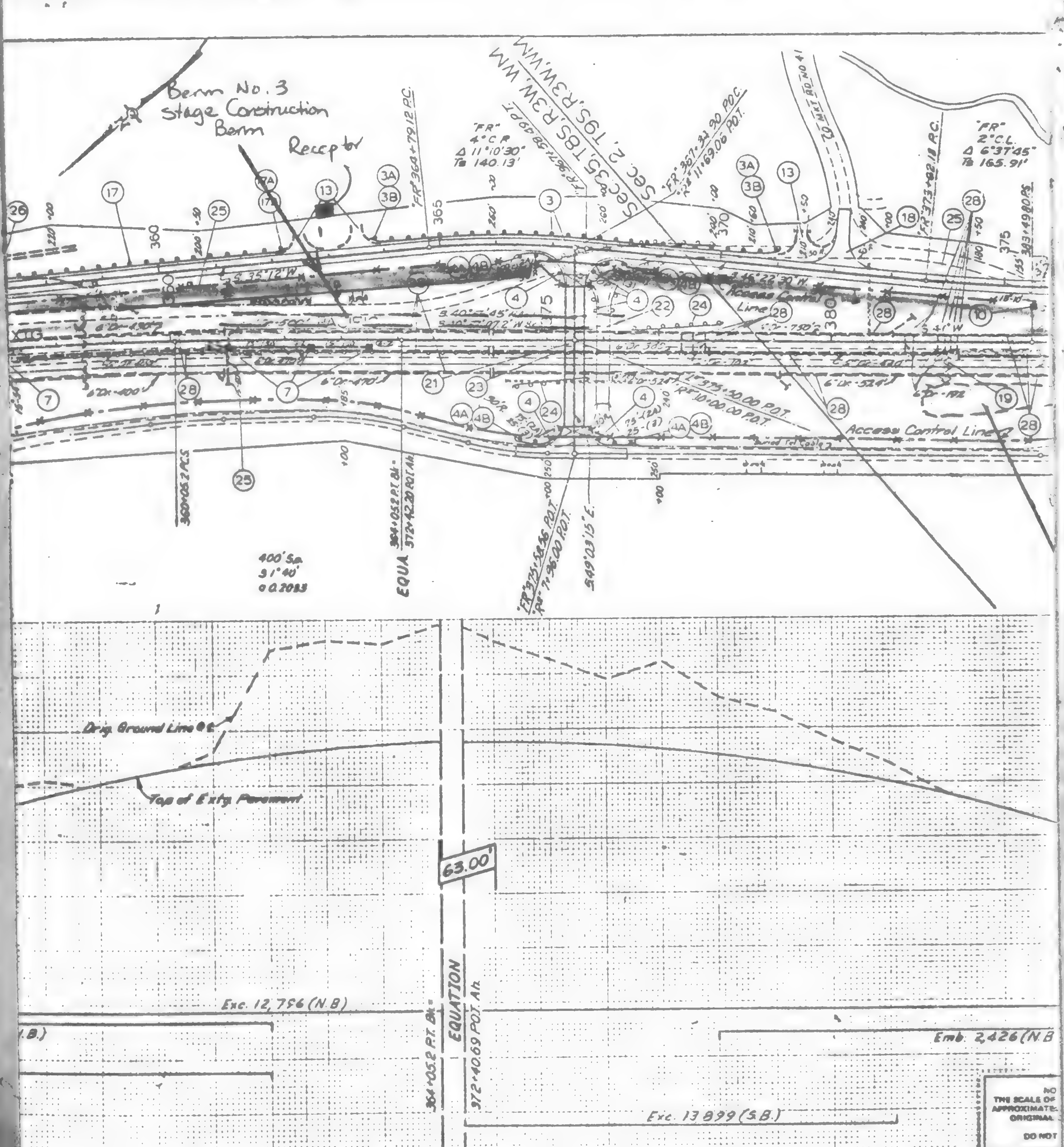
③ Remove Extg. Fence
Const. Type CL-6 Fence

Berm No. 2
Noise berm recommended
End Sta 486+00 Rt.

Receptors

Walls Being Designed For Erosion Control

"LF" LINE
"NB" LINE
"SB" LINE
"RF" LINE
Access Control Line
R/W
R/W
R/W
Miller Creek
DBL 8'x10' RCBC
S 16°39' W
S 16°41' 30" W
S 11°27' 30" W
Paving Limits
Sec. 10
Sec. 15
"LF" 200' Sp. 5 8° 00' 04.0
110
480
485
490
495
480
480
4" Overlay
Top of Extg. Pavement
Orig. Ground Line @ ℄
270
280
Exc. 1,246 (N.B.)
Emb. 2,874 (N.B.)
Exc. 110 (S.B.)
Exc. 12 (N.B.)
Emb. 52 (N.B.)
EQUA. "RF" 495+50.47
480
485
490


Berm No. 3
Stage Construction
Berm
Receptor
Sec. 2, T.9S, R.3W, W.M.
Sec. 35, T.8S, R.3W, W.M.
"FR" 4° C.R. Δ 11°10'30" T= 140.13'
"FR" 2° C.L. Δ 6°37'45" T= 165.91'
"FR" 364+79.12 P.C.
"FR" 367+32.90 P.O.C.
"FR" 373+02.18 P.C.
TO MKT RD NO 41
S 35°12' W
S 46°22'30" W
S 40°45' W
Access Control Line
Access Control Line
360
365
370
375
380
383+49.80 P.S.
6' Dr. 400'
6' Dr. 470'
6' Dr. 345'
6' Dr. 524'
6' Dr. 192'
"L" 375+50.00 P.O.T.
"R" 10+00.00 P.O.T.
360+05.2 P.C.S.
EQUA 364+05.2 P.T. Bk. 372+42.20 P.O.T. Ah.
"FR" 375+58.56 P.O.T.
"R" 7+96.00 P.O.T.
S 49°03'15" E
400' Sp.
3 1°40'
0 Q.2083
3
3A
3B
4
4A
4B
7
7A
10
13
17
18
19
21
22
23
24
25
26
28
Orig. Ground Line @ ℄
Top of Exty. Pavement
63.00'
Exc. 12,756 (N.B)
(N.B.)
364+05.2 P.T. Bk.
EQUATION
372+40.69 P.O.T. Ah.
Emb. 2,426 (N.B
Exc. 13 899 (S.B.)
360
363
373
375
380
NO
THE SCALE OF
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ORIGINAL
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9036.

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PLA

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 2, 1979

Richard Kuehn

FROM: Richard Kuehn
District Engineer

SUBJECT: Preliminary Plans Review
Battle Creek-N. Jefferson
~~Pacific Highway~~

TO: Duane O. Christensen
Final Design Engineer

After reviewing these plans, I have just a couple of comments.

On Sheet 7, there needs to be an inlet in the northeast corner of the west half of the interchange (Sta "A" 297+70±).

I believe this has been investigated already, but I wanted to state again that we have serious problems with the structure at "SB" 535 Sheet 4 because of its narrow width. It has been hit several times. During hazardous winter conditions, this bridge is our worst bottleneck on I5. I would certainly encourage the widening of this bridge.

RK:sc

cc Region Office

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Beard ✓ Steudenmeyer
Cole Semple
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BY FINAL DESIGN ENGINEER

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1-5

STATE OF OREGON
HIGHWAY DIVISION
DEPT.
378-6558
TELEPHONE

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 27, 1979

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Battle Creek-N. Jefferson Interchange
Marion County
Pacific Highway

Present plans on the subject section call for elaborate wing walls (channelizers) to be constructed on the two box culverts in the N. Jefferson Interchange area. The Bridge Section is presently designing them.

It has been determined in talking with the District Engineer that his maintenance of these boxes amounts to about $5,000 every five years. The aforementioned walls would be built to eliminate this maintenance. The walls are estimated to cost about $55,000. At this rate it would take some 55 years of maintenance to offset the construction cost.

It has been decided the wing walls should not be constructed and the Bridge Section should drop any design work on them.

DNS:cj

cc: Ollie Sacre
Walt Hart
C.O. Fredrickson
R. L. Lenz
Rick Kuehn

1 Versteeg ✓
Anderson
Christensen
Olson
2 Sullivan JWS
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O.D

1054

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 23, 1979

FROM: for D. H. Moehring
Assistant State Highway Engineer

SUBJECT: Kuebler Road Interchange

Copy [illegible]
Con [illegible]

This will reply to your request regarding the scheduling of the Salem Bypass Section and the Kuebler Road Interchange.

Hayesville [illegible]

The revised 6-Year Contract Schedule calls for the Battle Creek-North Jefferson Interchange Section to be contracted in July, 1979. The Hayesville Interchange-Battle Creek Section is scheduled for August, 1979. Kuebler Road is within the Hayesville Interchange-Battle Creek Section.

The justification study for building the Kuebler Road Interchange is again underway. This study had been dropped because the Kuebler Road Interchange was too low on the I-305 transfer fund list to be considered. About 60 days ago, the list was revised and Kuebler Road appeared high enough on the list to be funded with Interstate transfer money. The justification study, presently underway, if successful, would fund the project with Interstate funds rather than transfer funds. Since the justification is questionable, the project has been included in the Interstate transfer list.

It is doubtful that the project would be considered for construction until the mid-1980's.

DHM:lml

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REFER TO F.B.K.
FOR

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prep. request

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DOT DIRECTOR
APR 27 '79
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FOR

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71-128-1367

[redacted]
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 12, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem OR 97308

Your File
10-41.71

NOTE
E. S. HUNTER

Sunnyside-Turner Intch., Br. 2177B
Battle Creek-N.Jefferson Intch. Sec.
Pacific Highway, I-5
Marion County

On April 16, 1974 we submitted a proposal to replace the two bridges at this interchange. The data in this submittal is still valid except the traffic counts. In 1974 the projected 1994 traffic count was 2200 ADT. The 1979 traffic count is already 2200, and the projected year 2000 traffic count is 5300 without commercial development. This is the only interchange in the Salem area that has not developed commercially. The interchange area is zoned for interchange development and experience would indicate that eventual development is possible.

The development of this interchange could generate an additional 5000 trips per weekday. The clear width of 25.8 feet for the traffic under the structure would be inadequate to safely provide for 5000 vehicles per day. The 10,000 vehicles that are probable would be a severe problem.

Our submittal stated the widening and southbound structure were built using 1954 interstate funds. This project was started using primary funds as Project No. IN-176(10) and later converted to 1956 interstate funds as Project No. I-5-4(1) 248.

The current estimated cost of this structure is $905,000.

Please reconsider our request to construct a new structure with FAI funds at this location.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
D. H. Moehring
C. O. Fredrickson

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Form 734-3122 (Rev. 7-77)

10W

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

Fred Klaboe

April 12, 1979

Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

Attn: Mr. Phillip O. Stearns
Region Federal Aid Specialist

RE: Throughway Agreement I-5 Battle Creek-North Jefferson Interchange Section.

Gentlemen:

Per discussion a marked copy of your draft of the proposed agreement, is returned for your further handling. Corrections to the agreement are recommended as noted on the plans and as further clarified hereunder.

A. Item 3 under THINGS TO BE DONE BY STATE

As nearly as can be determined the only closures to be effected by this project are some short connectors between existing freeway off/on ramps and frontage or other roads. Said connectors have been totally under State's jurisdiction and will be (in effect) replaced by planned improvements to the interchanges and/or frontage roads. It does not appear that any County roads will be closed as a part of this project. It is recommended that this matter be checked and, if the above inference is correct, the referenced Item 3 be deleted.

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4/19 orig to

B. Item 3 under THINGS TO BE DONE BY COUNTY

This is tied to Item 3 under THINGS TO BE DONE BY STATE and should also be deleted if found inappropriate.

C. Item 2 under THINGS TO BE DONE BY STATE and
Item 4 under THINGS TO BE DONE BY COUNTY

The matter of County acceptance of frontage roads per the above Sections and as shown on Exhibit "A" has been reviewed with the Marion County Board of Commissioners and, subject to the following stipulations, they have indicated their willingness to sign a throughway agreement including the referenced sections and accept said roads at the appropriate time:

1. State agrees to concurrently accept one or more Major County roads or sections thereof, as previously

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F. B. KLABOE

1. (continued)

requested by our letter of October 4, 1978 (copy attached for your ready reference). The County is agreeable to said transfer of County road(s) to State being covered by separate agreement subject to receipt of tangible evidence (such as a letter signed by appropriate State authority) of State's agreement to this stipulation and willingness to enter into an agreement therefore. Discussion of appropriate County road or roads for State to accept and thereafter assume State jurisdiction thereof, follows these stipulations.

2. The County is assuming, from the language of Item 2 under THINGS TO BE DONE BY STATE that frontage roads to be turned over to the County will be completely relocated and constructed or reconstructed by the State as part of State's overall project. If said assumption is not correct and portions of the frontage roads are intended to be turned over basically "as is" then it is expected that State would overlay such sections with Asphaltic Concrete and perform other work necessary to bring roadways and appurtenances to a condition acceptable to both parties. In such case a paragraph covering said State obligation should be added to the Throughway Agreement under THINGS TO BE DONE BY STATE, item 2 or under the General Provisions.

With respect to County roads or roads to be turned over to the State, all of the roads recommended for Functional Classification as Arterials under Section V of the referenced October 4, 1978 letter (see page 3 of same) should properly be State Highways so as to be eligible for FAP funds. The County is quite willing to donate all of said roads to the State - preferably sooner than later. However, knowing that the State is in the same financial bind that the County is with respect to its road system and that your capacity to swallow additional road obligations at a time may be somewhat limited (ours certainly is), the following County arterials proposed for turnover to the State and, listed in order of desirability to the County, is offered for your review and response.

1. State Sign Route 219 (River Road, N./French Prairie Road) - Salem City Limits to State Sign Route 214 intersection.

Alt. 1. State Sign Route 219 (River Road, N.) - Salem City Limits to Brooklake Road and Brooklake Road - State Sign Route 219 to State Sign Route 99E.

2. Cascade Highway - Linn County Line to Silverton.

Alt. 2. Cascade Highway - State Hwy. 22 to Silverton.

3. State Sign Route 213 (Silverton Road) Salem City Limits to Silverton.

As discussed, this office will be glad to work with the State as necessary to determine a "swap" fair and equitable to both parties.

Very truly yours,

John A. Anderson
Director of Public Works

G. T. Grove
George T. Grove
Supervising Engineer

GTG:lk

cc: Board of Commissioners
Fred Klaboe - ODOT w/attach.✓
Chas. Frederickson - ODOT Region II w/attach.
Gerald Wimer
John J. Green
File Copy

Attachments

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Pat McCarthy, Chairman
Walter R. Heine
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

File 044

October 4, 1978

RECEIVED
OCT -5 1978
MARION COUNTY ENGINEER

Department of Transportation
Oregon State Highway Division
Region II
2960 E. State Street
Salem, Oregon 97310

Attn: Mr. Phillip O. Stearns
Region Federal Aid Specialist

RE: Functional Classification of Highways-
Rural System.

Gentlemen:

In accordance with your letter of August 15, 1978, following are proposed changes to the Functional Classifications of Marion County's Rural Road System. Said changes are based on the existing classifications as shown on maps submitted by your office with the referenced letter of August 15, 1978.

I. Principal Arterials

No Principals! No Changes!

II. Minor Arterials

A. Deletions

1. Delaney Road (C.R. 843) - I-5/Turner Road (M.R. 27)

2. Mill Creek & Aumsville-Sublimity Rds. (M.R.'s 28, 29 & 89) - Turner/Santiam Hwy. (State Sign Route 22)

B. Additions (Future)

1. River Road, South (M.R. 53 & 19) - Independence Hwy. - (Polk County)/Salem City Limits. This road is presently classed as an arterial on the SATS Plan for the Salem Urban Area and is recommended for Minor Arterial Classification outside the Urban area as soon as traffic loadings warrant same.

III. Major Collectors

A. Additions

1. Delaney Road (C.R. 843) - I-5/Turner Road.
2. Mill Creek & Aumsville-Sublimity Roads (M.R.'s 28, 29 & 89) Turner C.L./Santiam Highway. (State Sign Route 22)
3. Cole Road (C.R. 816) - Liberty Road/Skyline.
4. Skyline Road (C.R. 811) - Cole Road/Riverside Road (C.R. 906)

B. Deletions

1. Jory Hill-Ruggles Roads (C.R. 814) - Liberty/Skyline
2. River Road, South (M.R. 53 & 19) - Independence Highway (Polk County)/Salem City Limits.

IV. Minor Collectors

No Changes

V. Federal Aid System Changes

As pointed out in your recent discussion with the Department of Public Works' Staff, the most glaring deficiency in the existing Federal Aid System, as shown on the maps attached to your letter of August 15, 1978, is the fact that none of the County routes designated as "Minor Arterials" are on the F.A. System whereas almost all of the County's Major Collector routes are on the F.A. System. That doesn't make sense. In view of your explanation that arterials generally get FAP funds (as opposed to FAS funds for Major Collectors) and that arterials have to be in the State Highway System to be eligible for FAP funds, it appears that there is a choice between two courses of action to be taken to make the County's most major rural roads eligible for Federal aid.

1. Change the law (or an administrative interpretation of the law) to allow County arterials to be included in the F.A. System - either FAS or FAP.

or 2. Those County Highways rating a functional classification of "Minor Arterial" or higher will be taken over by the State so as to be eligible for F.A. funds.

From a practical standpoint, the 2nd course appears most feasible. Accordingly, please accept this letter as Marion County's request for the State to assume responsibility for the following County highways.

1. River Road, N./French Prairie Road - Salem C.L./State Sign Route 214.
2. Silverton Road - Salem C.L./Silverton
3. Cascade Highway - Linn County Line/Silverton
4. Brooklake Road - River Road, N./Highway 99E

In addition, County roads such as River Road, S., would become State Highways at such time that they rate a functional classification as Minor Arterial or higher.

Conversely, it appears only fair that action be initiated for the County to assume responsibility for any Major Collectors (or lower rated) such as the Silver Falls Highway presently in the State system.

Your review and further action on the above will be appreciated. The Board of Commissioners will appreciate the opportunity for further involvement in the final determination of System Functional Classifications and Federal Aid System designations.

Sincerely,

BOARD OF COMMISSIONERS

Pat McCarthy
Chairman

Commissioner

Commissioner

GTG:lk
cc: Council of Governments
Planning Department
Dept. of Public Works Staff

File Copy

9036 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Salem, Oregon

DATE: April 10, 1979

In reply refer to: HFO.2-OR

SUBJECT: Oregon Project I-5-4(-)245
Battle Creek/N. Jefferson Interchange
Pacific Highway
Salvage Items
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Approval is given to salvage materials as outlined in Mr. D. O. Christensen's letter of April 3, 1979, for the subject project.

G. K. [illegible]
for G. L. Green

cc:
E. S. Hunter (OSHD)
D. O. Christensen (OSHD)

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I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 5, 1979
Salem, OR 97310

FROM: Tony George, Engineering Coordinator
Environmental Section

Tony

SUBJECT: Battle Cr.-N. Jefferson Int.
Pacifc Hwy. (I-5)
Marion County

TO: J. H. Versteeg
Head of Engineering

In light of the new contract letting schedule established for this project and your offer to Gary to assist us in completing the noise study report on time, I would like your assistance in the following areas:

1) We will need up to date plans and cross sections throughout the length of the project.

2) We would like all structures within 600 feet of the center line to be located on a plan map. We would also like to have a contour map which will show contours out to this distance, if possible.

3) In the event that significant amounts of material will be moved on the project, we would like to know which areas of the project would be most advantageous for the placement of noise berms.

4) We need as complete a description as possible of construction activities that may cause noise impacts, e.g. blasting, pile driving, borrow pits, rock crushers, haul roads, etc.

I have assigned Tim Thex to work on the project. He will begin work as soon as possible. I would appreciate it if you would develop as much of this information as you can and deliver it to Tim as soon as it is available. This should help us to complete this project on schedule.

If you have any questions, please give me a call.

TG:lb

Ollie is gathering data
OEP. 4/9/79

REFERRED TO DMF
✓ Stoudt
Beard
Cole
Eriksen
Hager
Return D

1 Versteeg ✓
Anderson
2 Christensen DMF
3 Olson OEP
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 3, 1979

Salem, Oregon

FILE:

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Sunnyside-Turner Interchange

TO: E. S. Hunter
TECHNICAL SERVICES ENGINEER

Nineteen seventy-four correspondence between Walt Hart and FHWA reveals the repeated efforts that have been made to replace the Sunnyside-Turner Interchange structures. The achieved response was that the cost of lowering the grade could be applied to a new structure, if the additional cost were financed by other than FAI funds.

The 1974 correspondence projected a 1994 traffic count of 2,200 ADT under the structure. Nineteen seventy-nine traffic is 2,200.

Bill Cranford's unit has investigated and provided projected traffic volumes. Year 2000 ADT is projected at 5,300 without commerical development. The Interchange area is zoned for interchange development, and even though current plans for development are not apparent, experience would indicate that eventual development is probable. This development could, according to Cranford's report, generate an additional 5,000 trips per weekday.

The clear width of 25.8 feet for Delaney Road traffic would be inadequate to safely provide for 5,000 vehicles per day; the 10,000 vehicles that are probable would be a severe problem.

Those reasons promulgated in the previous correspondence continue to be valid and logical. There is one other factor that should be considered, and that is the impact and inconvenience to the traveling public. During the reconstruction of the Sunnyside-Turner Interchange and the northbound Salem exit structure, traffic will be detour routed. It appears apparent that if the Delaney Road structures are not included as a part of the current project, the demand, whether caused by traffic volume or structural need, will be substantial within a few years at most. This would again require a detour or some traffic flow modification. In consideration of the traveling public, I would urge that we again try to include these structures in the current project or in a subsequent project at an early date.

The condition of the existing structure and design capacity of the northbound lanes was thoroughly covered in Walt Hart's letter of April 16, 1974. A copy of that letter and the FHWA response are attached for your information. Mr. Hart also corresponded with FHWA on May 20, 1974, and June 24, 1974, with similar results.

RN/gl

attachments
cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
APR 5 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓	✓					

9036

GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 15, 1979

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem OR 97308

N.B. Oxing of Battle Creek Off Ramp
Battle Creek-N. Jefferson Intch. Sec.
Pacific Highway, I-5
Marion County
Bridge 16161

Enclosed are two prints of drawings 34152, preliminary plan and elevation; 29731, vicinity map; sheet 2J, stage construction; and the interchange layout sheet. Also enclosed are two copies of the foundation recommendation.

The roadway width and alignment are in accordance with the requirements for this project. The J line grade was established to provide 17 feet of vertical clearance. The length is required to span the roadway underneath which consists of two 12-foot lanes, a 6-foot shoulder on the right, and a 4-foot shoulder on the left.

We studied two alternates for this site. The one selected is a single-span, precast prestressed girder superstructure with pile-supported abutments and wingwalls. This requires the use of concrete barrier on each side of the roadway underneath. The other alternate studied did not require concrete barrier and provided a 30-foot setback from the traveled roadway. This alternate was a 3-span with

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TECHNICAL SERVICES
MAR 16'79
REFER TO

FOR

Info	Inve	R/D	D/R	Sign	Act	File

with precast prestressed beams for the center span and a cast-in-place reinforced concrete deck girder for the end spans.

The proposed bridge is estimated to cost $538,000. The alternate 3-span bridge was estiamted to cost $833,000. Both estimates include an allowance for engineering and contingencies.

The interchange ramp will be used as a detour during bridge construction as shown on sheet 2J.

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Asst. Bridge Engineer

Enclosures

cc E. S. Hunter
D. H. Moehring
C. O. Fredrickson /w/ 1 set dwgs.
Gary Potter /w/ 1 set dwgs.

1036

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2 - 9 - 7

FEDERAL AID PROJECT NO.
5-4(84)245

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-865

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
2-3-78

FEDERAL ROUTE NUMBER
Interstate 5

STATE ROUTE NUMBER
Primary 1

GENERAL LOCATION:
"Battle Creek Junction - North Jefferson Interchange"

GENERAL DESCRIPTION OF WORK:
Last Resort Housing.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2-1-78, I approve the Last Resort Housing Plan for File 49332 - Knotts and you are hereby authorized to implement that plan at a TEC NTE $25,000- Federal Funds $23,060.

NOTED
F. B. KLABO

2.14

DATE
2-9-78

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9036

1

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: J. H. Versteeg
Road Design Engineer

ATTN:
D. O. Christensen

DATE: February 6, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Battlecreek-Talbot Road
Pacific Highway
Marion County
Proposed Illumination

N[illegible]
E. S. H[illegible]

The above-named project has been reviewed for illumination.

A copy of the necessary approval of the State Highway Engineer is attached to install partial interchange illumination at the Battlecreek-Sunnyside Road Interchange.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

VLT:ds
Attachment

cc: ~~E.~~ S. Hunter w/attachment
W. J. Hart w/attachment
C. O. Fredrickson w/attachment

RECEIVED
TECHNICAL SERVICES

FEB 7'79

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: January 30, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Battlecreek-Talbot Road
Pacific Highway
Marion County
Proposed Illumination

The above named project has been reviewed for illumination. Battlecreek-Sunnyside Road Interchange and North Jefferson Interchange warrant partial interchange lighting based upon our "Guidelines for Illumination". Battlecreek Interchange and Sunnyside Road Interchange have existing illumination.

I recommend that partial interchange illumination be installed at the Battlecreek-Sunnyside Road Interchange as part of this contract and that North Jefferson Interchange not be illuminated at this time.

I request your approval to install partial interchange illumination at the Battlecreek-Sunnyside Road Interchange.

L E George

L. E. George
Traffic Engineer

VLT:cs

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE 2-1-79

RECEIVED
STATE HWY ENGR
JAN 31 79
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

2-1-79
sig. to
George
AA

9036

I-5
622-1702

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife
NORTHWEST REGION
ROUTE 5, BOX 325, CORVALLIS, OREGON 97330 PHONE 757-4186

August 14, 1978

REGION 2 ENGINEER
RECEIVED
AUG 1 5 1978
☐ RB-
☐ [✓ RE] ☐ NCE ☐ [✓ RNE] ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ HSO ☐ [✓ ENV] ☐ RFE

Mr. C. O. Fredrickson
Region II Engineer
Dept. of Transportation
Highway Division
2960 E. State St.
Salem, OR 97310

Dear Mr. Fredrickson:

I hope this letter will anwer some of your questions regarding the nine acre area between the North and South bound lanes of I-5 at the Battle Creek crossing.

The filling of this area will eliminate nine acres of wildlife habitat of which approximately one acre is riparian habitat. The one acre of riparian zone is the most valuable because it provides all the necessary elements of wildlife survival, food, water and cover. It also is the most difficult part to mitigate, especially if you are to put Battle Creek in a culvert. The remaining acreage could be mitigated easily by replacing the same basic vegetation on the fill that now occupies the area.

There would be a loss of wildlife occupying the area if and when it is cleared and filled. That situation could be eased by spreading the project over a longer time period and doing it peacemeal. There may be other possibilities to ease the situation depending on what your schedule is for filling it. When you have a plan firmed up that we can evaluate, I would be pleased to make comments regarding the wildlife impacts of the project.

Sincerely,

James Heintz
James Heintz
District Wildlife Biologist

eas

cc: Lauman
Forsberg

REFERRED TO
____Beard ✓ Stoudenmeyer MMf
____Cole ____Sample____
____Erikson ____Watson____
____Hager ____Dorn ____Leu____
[✓ Return] Discuss Do File Copy Due____
BY FINAL DESIGN ENGINEER

3-15-79
Region will look for a new place to dispose of the excess mat'l. Doc

____Versteeg
1 Christensen Doc
____George
2 Olson OOL
____Terpin
✓ Sullivan
____Scott
____Anderson

RECEIVED
MAR 14 1979
ENGINEERING SECTION

____Trout____
Do Not File ☐
Return To____
Bring Up____/____/____
Action____

1036

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem 97310
September 1, 1977

Rod Henry

FROM: Rod Henry
Chief Right of Way Agent

TO: MEMO TO FILE

SUBJECT: File 49303 - Lovcik
Battle Creek - Talbot
Road Section
Pacific Highway
Marion County

Bill Werner and I met with Mrs. Lovcik at her home in South Salem. I explained that I was contacting her at the request of the Governor. I reviewed the previous right of way transactions with her. I pointed out that in the original transaction, the State had offered to acquire their entire property and at their request, the State reconsidered and only acquired the necessary right of way. This left the remaining property landlocked. I explained that our records indicated that they had been paid for the land taken, plus damages to the remainder for landlocking the property.

Although these facts are documented in our files, Mrs. Lovcik refuses to acknowledge them. She stated that she had no recollection of the offer for the entire property or of a letter which set up the basis of our settlement including damages for loss of access.

We were unable to reach any agreement regarding the facts surrounding the original Right of Way transaction. Mrs. Lovcik is very displeased with the Highway Division. She contends that she wasn't treated fairly and that her attorney didn't adequately protect her interest.

Mr. Werner and I reviewed the current acquisition with her and explained that we had no alternative but to proceed on the assumption that her property was landlocked and any settlement would have to be based on that assumption. We ended our conversation by telling her that we would review our appraisal to insure that we had not overlooked anything and that Mr. Werner would be in contact with her shortly. She said she would think about it and would probably review it with one of her family members.

RH:ha
cc: Jim Dixon

4-3-78
cy sent Mary Walling
Gov. Straub's office

REC'D FOR FILING
SEP 2 1977

Salem, Oregon
August 18, 1977

J. B. Boyd
Right of Way Engineer

F. B. Klaboe
Chief of Operations

File 49303
Barbara Lovcik
Battle Creek-Talbot Rd. Sec.
Pacific Highway

I have reviewed all of our Right of Way transactions with Barbara Lovcik in response to the inquiry from the Governor.

We have had three right-of-way transactions with Barbara Lovcik:

File #18300 - This was the original transaction with these people in 1952. The attached explanation of the original settlement was prepared by Chief Counsel C. W. Enfield on July 30, 1954. It is a concise explanation of the facts surrounding that taking. I am also including a copy of a letter dated June 30, 1954 from Attorney Sam Speerstra. The report of settlement shows that the owners received $500 for the 1.5 acres taken and $500 damage for landlocking the remainder.

File #22921 - This was a minor taking that was needed for additional right-of-way. It was acquired in 1955 by option. The owners were paid $200 for .17 acre, and they retained the right to all the trees on the property. The trees were to be cut by the contractor and placed on the Grantors' remaining property. Due to an oversight by the Contractor the wood was burned. Mrs. Lovcik wrote a letter to Governor Patterson protesting the State's handling of this transaction. As a settlement, the owners were paid an additional $18 for the cord wood that was burned.

File #49303 - This is our current transaction. Mr. Lovcik is deceased but his wife Barbara still owns the remaining 8.45 acres. We are not attempting to acquire 1.85 acres for additional right-of-way. Mrs. Lovcik has been offered $2,600 for the taking. This includes $1,780 for the land and $820 for the timber. The owners never obtained access to the remaining property and it is still legally landlocked. Because of the lack of access it had to be appraised at less than the adjoining land. Mrs. Lovcik still feels that her Attorney, Sam Speerstra negotiated a poor settlement for them in 1954. In her dealings with us she still refers to the previous transactions and is extremely unhappy with the State.

My review indicates all our transactions with Mr. and Mrs. Lovcik have been within the reasonable range of market value. I have reviewed the appraisal on the present file and it indicates that we did have sales within the near vicinity that were a basis for value. We will be glad to meet with Mrs. Lovcik as she may have facts not apparent from the record or our previous meeting. These facts may be reason to alter our previous recommendation.

JBB:nn

April 5, 1955

Mr. A. W. Lovcik
3275 Liberty Road
Salem, Oregon

Re: R/W File 16300 - L-1941
Salem Bypass Section
Pacific East Highway
Marion County

Dear Mr. Lovcik:

According to our breakdown of property settlement, your property was purchased for a total consideration of $1000; $500 of which was for land value and $500 for damages.

Very truly yours,

C. W. ENFIELD

By:
E. F. Chidsey
Ass't. Right of Way Engineer

EFC/fn

Mr. R. L. May, Jr.

REPORT OF PROPERTY SETTLEMENT
BY ATTORNEY

L 1941
R 18300

Highway Pacific East Section Salem By-Pass

Name of defendant	Marital status	Address
Albin Lovcik Barbara Lovcik	Man and wife	

Defendants' attorney: Rhoten, Rhoten & Speerstra

Date complaint filed: October 30, 1952 County Marion

Property acquired: (a) Area: 1.5

(b) Improvements:

(c) Purpose: Right of Way

Total consideration: $ 1000.00

Land $~~1000.00~~ $500.00 Buildings $ Damages $ 500.00

Fencing allowance $ Other considerations $

Date grantor to vacate: Land Vacant

Access control:

(x) Complete access control ( ) No access control ( ) Entire taking

( ) Access allowed as follows:

Station	Width	Side of highway	Purpose

( ) Future)
) Frontage road provision
( ) Present)

Owner to pay taxes to ______ State to pay taxes from ______

Title insurance premium to be paid by ______

Obligations of State: None

Obligations of owners: Provide own means of access to Highway System for remaining property

Approved by Commission July 14, 1954 ______ signed ______
date date

Amount offered by State: $ 1600.0

Appraisals:

$1553.75	Ross Coppock
1600.00	James Rodman
1500.00	H. A. Dryer
1527.00	Claude Murphy
3447.50	Bill Watt

Defendants' entire property: (Use and improvements)

Vacant, old orchard, not maintained.

Demands of defendants: $5000.00

Answer prays for $9850.00

Remarks: This originally involved an excess taking of an additional 8½ acres. Defendants offered to take chance on getting in through neighbors if permitted to retain excess portion. The 8½ acres retained appraised at about $50.00 per acre. (This is a good settlement in my opinion.)

cc - C. W. Enfield
R. L. May, Jr.
Earl Saling
Fred Morgan
Leonard I. Lindas
Trial Attorney,
RALPH WYCKOFF
C. W. Parker
Roy Alvick
Floyd Witteman

Possession has not yet been taken of the property. July 21, 1954

AJ.

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON

GEO. A. RHOTEN
RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER

June 30, 1954

RECEIVE
JUL 1 1954
LEGAL DEPT.

Mr. C. W. Enfield
Chief Counsel
Oregon State Highway Department
Salem, Oregon

Attention: Mr. Charles Peterson

Re: State of Oregon vs. Alvin W. Lovcik

Gentlemen:

We understand that the above entitled case has been set for trial on July 21, 1954, at 9:30 o'clock in the morning.

As we understand the matter, the Highway Department is taking approximately 10 acres of land belonging to Mr. and Mrs. Lovcik. We further understand that the highway is crossing only one small corner of the property. Mr. and Mrs. Lovcik have requested that they be allowed to keep the major portion of the property which certainly cannot be used for highway purposes. They indicate a willingness to make their own access ways to a minor road leading to Sunnyside.

If the Highway Department is willing to compromise the matter on the above basis, we believe that settlement of the amount of the compensation to be paid Mr. and Mrs. Lovcik can be made without further legal action. If the above matter sounds at all plausible to you, we will appreciate it if you will call us on the phone so that further conferences can be had.

Yours very truly,

RHOTEN, RHOTEN & SPEERSTRA

By Sam F. Speerstra

SFS:mj

July 30, 19[illegible]

State v. Albin W. Lovcik, et ux., L 1941: The complaint was filed in this case on October 30, 1952, for the acquisition of 1.5 acres of real property for right of way for the Salem By-Pass Section of the Pacific Highway East, and 8.35 acres of real property as excess taking, which was landlocked by reason of complete restriction of access to the highway. The property is partially improved with a deteriorated cherry orchard. Prior to the filing of the complaint an offer in the amount of $1,600.00 was tendered to the defendants for the purchase of the property, and this offer was based upon the appraisal of Mr. James Rodman, Jr., Eugene, in that amount. Other appraisals were as follows:

Mr. Ross Coppock, Salem	$ 1,553.75
Mr. H. A. Dryer, Portland	1,800.00
Mr. Claude Murphy, Salem	1,527.00
Mr. W. H. Witt, Right of Way Agent	3,447.00

The offer of the State was rejected by the defendants and their answer filed demanding the sum of $9,850.00. The lowest sum for which defendants would have settled up until the present time was the sum of $5,000.00.

Subsequent negotiations with Mr. Speerstra, attorney for the defendants, have resulted in a settlement, under the terms of which the State will pay the sum of $1,000.00 for the 1.5-acre parcel required for right of way purposes, and the defendants will be permitted to retain the parcel which will be landlocked. No access will be permitted to the highway, but the defendants are desirous of retaining this latter parcel, feeling that they might be successful in obtaining a way of entry across neighboring lands. Since the defendants desire to retain this parcel, and since the same is not now needed for the construction of the highway, it is desirable that they be allowed to retain the same. In the event of a condemnation action, however, the defendants would be entitled to recover almost 100% damages to the excess parcel because of its being deprived of any means of ingress and egress. The proposed settlement outlined above, therefore, appears to be in the best interests of the State and of the property owners.

1036 2

I-5-1(04)245

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. See Below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 1-865

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 27 '76
REFER TO Rulein
FOR
Info Insp R/W D/B Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-17-76

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

"Battle Creek Jct. - N. Jefferson Interchange"

GENERAL DESCRIPTION OF WORK:

Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Approval
TEC 432,000 - F.F. 398,600

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulein's 9-13-76 letter I approve the subject project for inclusion in the Federal-aid program.

Also, as requested you are authorized to proceed with all phases of right of way acquisition, including relocation assistance and payments, as outlined on R/W maps 7B-9-8 and 9B-10-22 at a total estimated cost of 432,000 - F.F. 398,600. Federal participation will be limited to that right of way actually incorporated in the final location.

I approve the relocation plan as submitted by Mr. Rulein's letter of 9-13-76.

DATE 9-20-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 9-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: [illegible]

1036

September 13, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. I-5-4(84)245

We are submitting program data for one project, Item No. 865, Project No. I-5-4(84)245, "Battle Cr. Jct.-N. Jefferson Jct. Intchge. Section", which we desire to have included in the Federal-Aid Interstate Highway Program.

We request concurrent with program approval authorization to proceed with all phases of right-of-way acquisition including relocation assistance and payments. The right-of-way to be acquired is as outlined in red on the enclosed copies of right-of-way maps 7B-9-8 and 9B-10-22.

Within a reasonable period of time and prior to displacement a comparable replacement dwelling will be available for each displaced person on this project. This assurance is based on the enclosed copy of Judy Peterson's revised relocation plan dated September 1, 1976. Relocation assistance is being provided from the Region 2 Right-of-Way Office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

Authorization to proceed as requested will result in an obligation in total cost and Federal funds as follows:

	Total Cost	Federal Funds
Right-of-Way	$420,000.00	$387,550.00
Relocation Assistance	12,000.00	11,050.00
Total	$432,000.00	$398,600.00

One copy of the State Clearinghouse A-95 review letter of approval was previously submitted.

CL:md

Encl.

cc: J. R. Oakes
D. E. Swan
C. D. Fredrickson (Region 2)
F. Lowe

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

... CY TRANSACTION NO.	
DATE SUBMITTED TO W. O.	September 13, 1976

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1	I-5, N. Jefferson Jct., N. 5.06 mi.		25,000	47,000	96	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
	Right-of-Way Acquisition								I-	5-4

CARD 4					
	CLASS OF FEDERAL FUNDS: Interstate	COUNTY NAME: Marion			
	NAME OF URBAN AREA: ----	ROUTE NO. I	FEDERAL-AID: I-5	STATE: 1	U.S.: I-5

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW			5.06	432,000	398,600	33,400	
5					CONST (CODE)		"Battle Cr. Jct.-N. Jefferson Jct. Intchge. Section"					

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS
1	1	CL		5.06	432,000	398,600	33,400

1	14	PROGRAM APPROVAL DATES

REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

September 13, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, N. Jefferson Jct., N. 5.06 mi.		25,000	47,000	96	10	Oregon	41	042	865

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Acquisition								I-	5-4	(84)	245	

UNDS: Interstate

COUNTY NAME: Marion CODE: 047

ROUTE NO. I FEDERAL-AID: I-5 STATE: 1 U.S.: I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW			5.06	432,000	398,600	33,400		
CONST (CODE)		"Battle Cr. Jct.-N. Jefferson Jct. Intchge. Section"						ROW - 225' min.; Access control-complete; Parking Restrictions-complete.
ED BY: CL		PROJECT TOTALS	5.06	432,000	398,600	33,400		

M APPROVAL DATES

REMARKS

-Over-

BATTLE CREEK JCT.-N. JEFFERSON JCT. INTERCHANGE SECTION

PROJECT NO. I-5-4(84)245

Existing Facility:

Roadway--4-12' lanes H.T. pave, variable 22' to 99' median and 10' shoulders.
Structures--(1) Jefferson U'xing Str. A7941 271' RCDG HCNB 50' VC 15'11" HCSB 39' VC 18'
(2) Illahee U'xing Str. No. 7939 159' RCDG HCNB 44.5' VCNB 15'1" HCSB 43.5' VCSB 17'3"
(3) S. Bd. Turner-Sunnyside Rd. O'xing Str. 2177A 83' RCDG HC 47' H-20 loading
(4) N. Bd. Turner-Sunnyside Rd. O'xing Str. 2177 83' RCDG HC 49' H-15 loading

Adjacent Sections:

S. End--4-12' lanes P.C.C. pavement, 76' median and 10' shoulders.
N. End--4-12' lanes A.C. pavement, 99' median and 10' shoulders.

Project Data: Work under this project consists of the acquisition of right-of-way all phases including relocation assistance as required for the future construction necessary to add a truck climbing lane, revision of interchange ramps, slopes, guardrail, etc. to comply with present interstate safety standards.

System Action, Airports, Railroad, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Final Environmental Impact Statement approved by the Office of the Secretary of Transportation on April 30, 1974.

IM 50-1-70 R

(a) State C
7, 1973
(b) Distric
Distri
therefo
receive

FHPM 7-7-5 R

(a) Public
(b) Locatio

Data for PR

Relocation A

Moving C
Replacem
Incident

Note: This

ON

0' shoulders.
VC 15'11"

5' VCNB 15'1"

3' RCDG HC 47'

' RCDG HC 49'

s.

on of right-
r the future
interchange
safety

l and

pproved by

IM 50-1-70 Requirements:

(a) State Clearinghouse--A-95 review letter of approval dated February 7, 1973.
(b) District 4 Clearinghouse--Notice of Intent has lain before the District 4 Clearinghouse for more than 30 days without action, therefore, it is assumed no adverse review or comments will be received.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Location/Design hearing held on March 8, 1973.
(b) Location/Design--Approval granted by FHWA on June 24, 1974.

Data for PR-37:

Relocation Assistance

Moving Costs (4 families)	$ 2,000.00
Replacement Housing	9,000.00
Incidental Expense	1,000.00
Total	$12,000.00

Note: This project is in Congressional District No. 2.

9036 ①

1-5

Salem, Oregon
July 26, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

Battle Creek Jct. - N. Jefferson
Jct. Inter. Section
Pacific Highway
Marion County

Attached are 28 Files (31 Parcels) and an authorization for the subject section, which is the portion of the Battle Creek - Talbot Road project (scheduled for Fiscal 1982) that requires new R/W.

Also revised File 29422 is required for this project and it is being sent to your office separately.

R/W prints will be delivered to your office today.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:mi

Attach.

HW 1-5

9036

Salem, Oregon
June 4, 1976

ADOlson
A. D. Olson
Preliminary Design Engineer

Battle Creek-Talbot Road Section
Pacific Highway (I-5)
Marion County

Gary Potter
Environmental Director

This project is being worked up in Final Design and a question has been asked about noise problems. The EIS indicates that 1992 traffic would put the 70 dBA contour at about 600 feet but since it would only be a 1 dBA increase over the no-build and attributable to a normal increase in traffic rather than the proposed construction that an exception to the noise standard would be in order.

A review of an aerial mosaic indicates that there are several houses that will be within 600 feet of the finished roadway. No attempt was made to determine what shielding, if any, exists for these properties.

Please have your noise report reviewed to see if further work is necessary to conform to recent FHWA requirements and whether there are properties for which noise protection needs to be considered.

ADO:jh

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 07 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

7036 1-5

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 10, 1976

FROM: Richard Dorn
Richard Dorn
Senior Designer

SUBJECT: Battle Creek-Talbot Rd. Section
Pacific Highway
Marion County

TO: MEMO TO THE FILES

A field trip was made May 7, 1976 on the subject project with Gerry Wimer, Paul Riedl, Ed Hall and Dick Moffett. The areas where subsurface water is causing problems were looked at and discussed with the particularly bad areas pointed out by Maintenance Foreman Dick Moffett. Recommendations for an additional seven subgrade cutoff trenches was made and these will be added to the construction plans. One area pointed out as needing corrective measures already had plans for a perforated pipe installation (Sta. 324).

It was the opinion of Dick Moffett that much of the problem of water in the pavement is from surface water getting through a layer of A.C. and running along between the layers of A.C. surfacing. It was noted that this condition is supposed to be corrected by the placing of an overlay with Class "E" asphaltic concrete seal on top of it.

RD:az
cc: Gerald Wimer

1 Versteeg ✓
Olson
2 Christensen Dorn
Scott
Swenson
Savage
Trout

RECEIVED
MAY 10 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

9036

I-5

FILE:

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 19, 1975

AD Olson

FROM: Adrian D. Olson
PRELIMINARY DESIGN ENGINEER

SUBJECT: Battle Creek Interchange
Pacific Highway
Marion County

TO: Gerald W. Nimer
REGIONAL CONSTRUCTION ENGINEER

As requested we have prepared plans and profiles for a diamond and modified diamond interchange design for the subject. A copy of each is attached. Plan A is a simple diamond and Plan B is modified to permit free flow of the heavy northbound exit traffic to Salem.

The simple diamond would be the safest way to handle such a revision but we don't feel that is practical at this location so our remarks concern Plan B generally.

Your plan will encourage development and generate traffic. We don't need the business on the freeway and at the public hearing the Mayor of Salem stated very definitely that the City did not want a full interchange at this point as it is "not in long range best interests of controlled urban growth".

A local access, such as the proposed Sunnyside-Turner connection, to an off-ramp is especially hazardous. It invites wrong way movement on the ramp. For some time we have been removing such designs from the system. Fast traffic exiting on the Salem ramp would not expect decelerating traffic wanting to turn into the Sunnyside-Turner connection. The project, of which this interchange is a part, is a safety project. The idea of connecting a frontage road to a high speed exit ramp is anything but a safety feature.

It appears to us that it is a toss up whether Battle Creek traffic uses Sunnyside-Turner to reverse direction or vice versa.

Your proposal was discussed briefly with FHWA. It was their opinion that the original plan as shown on the standard sheet was superior to your proposal from a safety and service standpoint.

With all due respect, we cannot bring ourselves to recommend other than retaining our original design which provides a partial free flowing connection at Battle Creek and a diamond interchange at Sunnyside-Turner.

Attachment

DNS:bw

cc. Adrian Olson — Thanks for studying
cc. Jim Cheney — w/all Region copies of plans & profiles. Show to E.J. Hall & retain in your Region files
G Nimer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 622-1902

INTER-OFFICE CORRESPONDENCE
November 6, 1975
Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Battle Creek Interchange
Pacific Interstate Highway

TO: Adrian Olson
PRELIMINARY DESIGN ENGINEER

In September, a proposal was given your office to consider combining the Turner-Sunnyside and Battle Creek Interchange into one good Battle Creek Interchange. The preliminary response and your more recent verbal review were not all that encouraging.

However, attached is an October 21, 1975 report from Region Traffic Engineer Richard A. Kuehn and its attachments listing some of the possible benefits. It would be appreciated if your office would review and consider these.

Also, it would be appreciated if your office would detail the usual Federal Aid size proposal with possible grade lines for further consideration. Attached for your convenience in doing so is an aerial mosiac marked to approximate this proposal.

1/2

RECEIVED

GWW/dea
Attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 622-1902

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 21, 1975

R.K.

FROM: Richard A. Kuehn
REGIONAL TRAFFIC ENGINEER

SUBJECT: Interchange Revision
Battle Cr. & Sunnyside-Turner Intchgs.
Pacific Highway

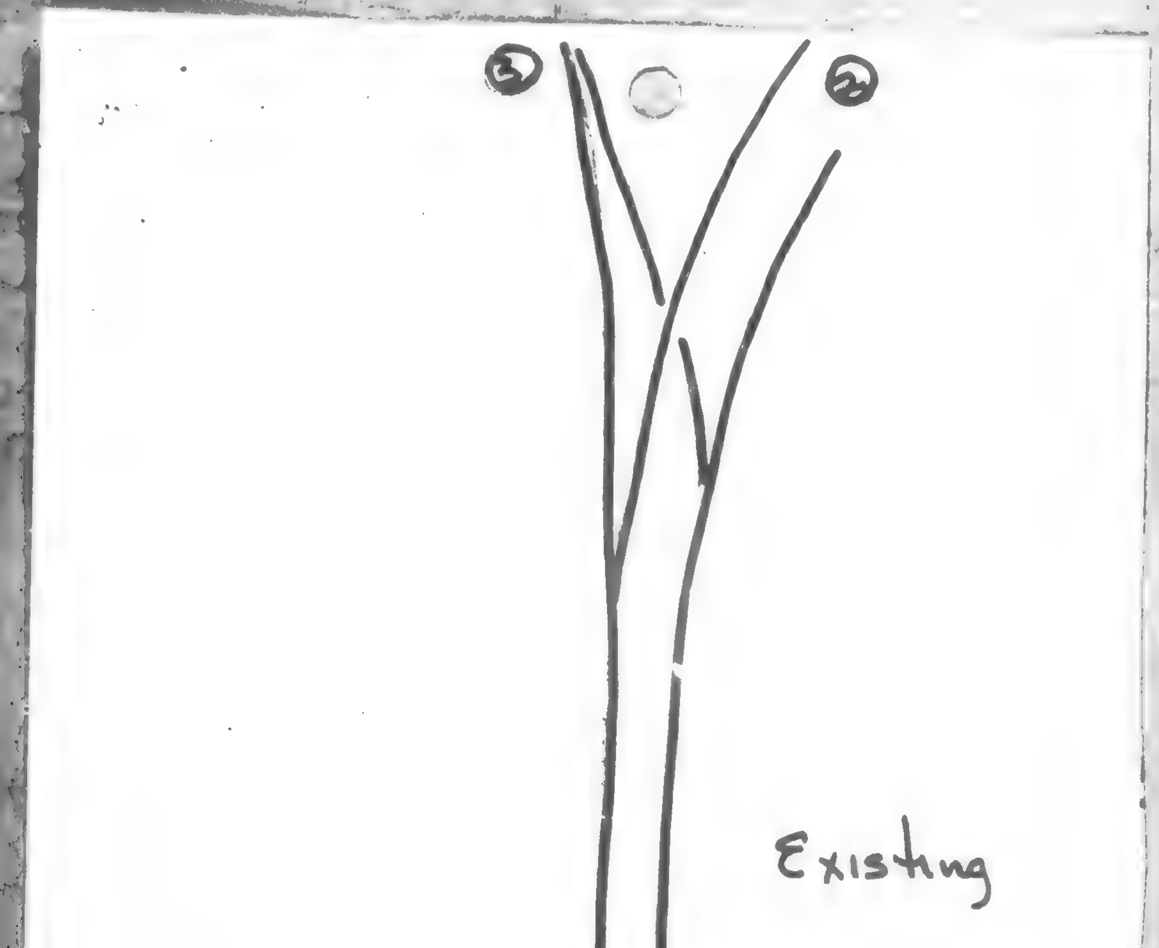
TO: Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

Some time ago you and I discussed the possibility of eliminating the interchange at Sunnyside-Turner and expanding the Battle Creek Interchange to a full diamond. We stated at that time that it looked like this revision would reduce travel time and distance for a greater number of drivers than the number who would have longer travel times and distances. I think you have already sent this proposal to Adrian Olson, however I have gone ahead with a more detailed study of this revision. A count taken in 1973 and a chart which I used to analyze this situation are attached.

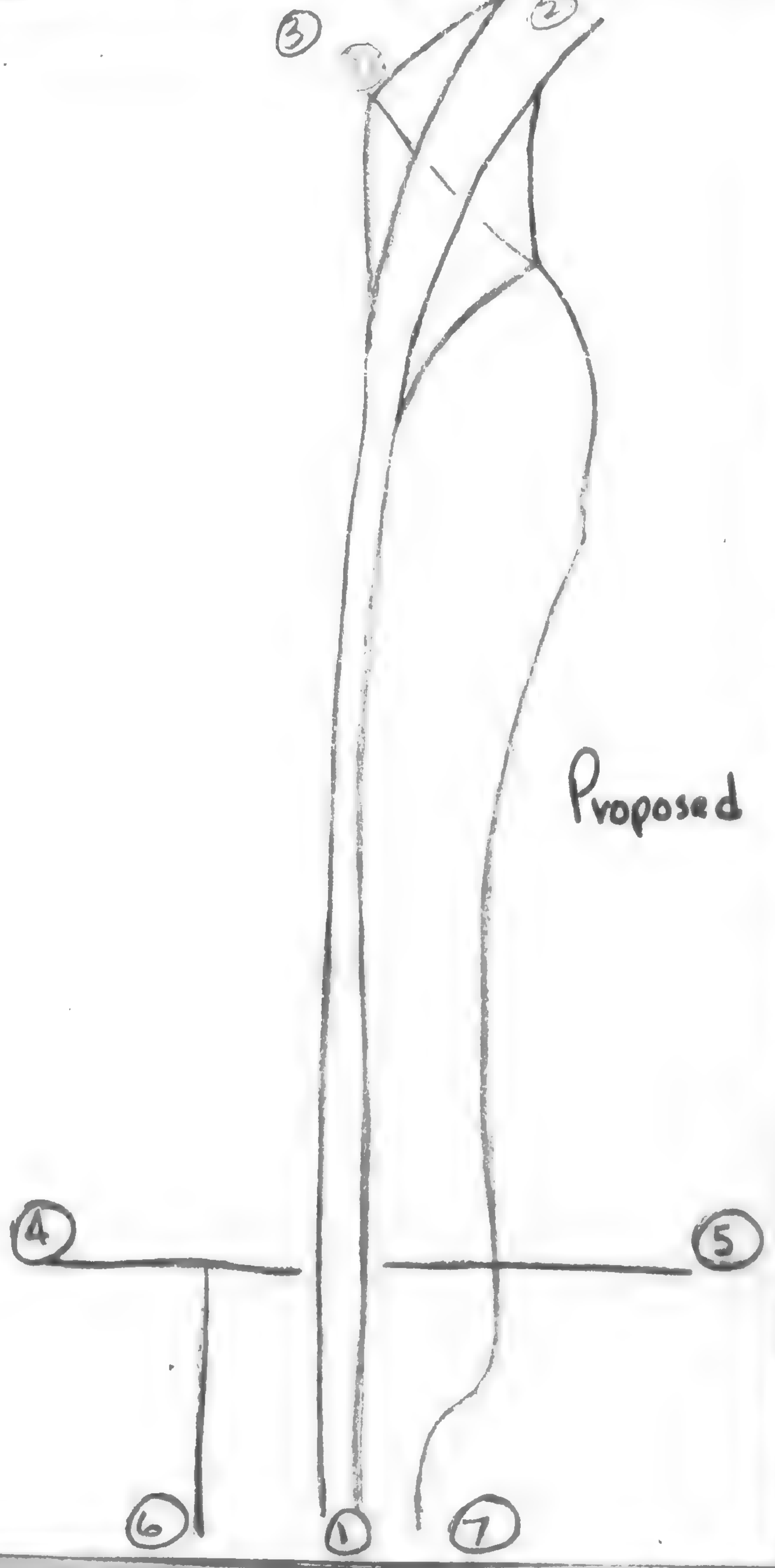
There are seven origins and destinations involved with these two interchanges. This results in a total of 42 combinations of origins and destinations. The combinations shaded in brown on the chart are those where there would be no substantial change with the interchange revision. There are 23 of these combinations. Of the remaining 19 combinations there are 9 which are shaded in green and would be substantially improved by this revision. The remaining 10 which are shaded in red are those which would be hampered by the revision. 8 of these 10 combinations involve the 4 destinations surrounding the Sunnyside-Turner Interchange and I-5 south of the Sunnyside-Turner Interchange. The added travel distance ~~in~~ and time is based on these drivers using the new Battle Creek Interchange when in actuality these people could use either Frontage Road over Illahe Hill and the north Jefferson Interchange, thereby eliminating this extra distance and time. The other two combinations which would have slightly worse conditions concern traffic coming from Salem on either Ore 99E or I-5 and going south on Squirrel Hill Road. Both of these movements are very light and would not be required to go any further distance than they do now. They would be required to make three turns and go through two stop signs instead of the one turn and no stop signs that they have now. Six of the nine conditions for which conditions would be improved concern trips into Salem on Ore 99E. Traffic from the four origins located around the Sunnyside-Turner Interchange would be required to travel about the same distance, however the weaving and left hand off ramp would be eliminated. For northbound traffic on I-5 going into Salem the distance would be the same but the left hand off ramp would be eliminated. This traffic would be required to stop and make a left turn at a ramp terminal which they are not required to do now. For southbound traffic on I-5 which wishes to exit and go north on 99E the improvement with a revised interchange is drastic. I cannot tell from the counts how many vehicles made this maneuver and I am sure if this improvement was made the number would greatly increase. The other three combinations which are improved by this revision concern traffic coming from Salem on Ore 99E. The reverse of the movement just mentioned, that is traffic coming from Salem on Ore 99E and wishing to go north on I-5 is greatly helped by this revision. Again I would think that this movement would be quite substantial if this revision was made. This is especially true with all of the new development which is taking place in the southerly extremities of Salem. The other two combinations involve traffic going to Turner and to points south of Sunnyside-Turner Interchange on the easterly Frontage Road. For these two movements the looping around under I-5 is eliminated.

In summary I would say that the disadvantages of this revision are minor and the advantages are major and coupled with the fact that it would be more reasonable to have a full interchange at the state highway rather than the county road, I would give my recommendation to this proposed revision.

RK:bw


③
②
Existing
④
⑤
⑥
①
⑦

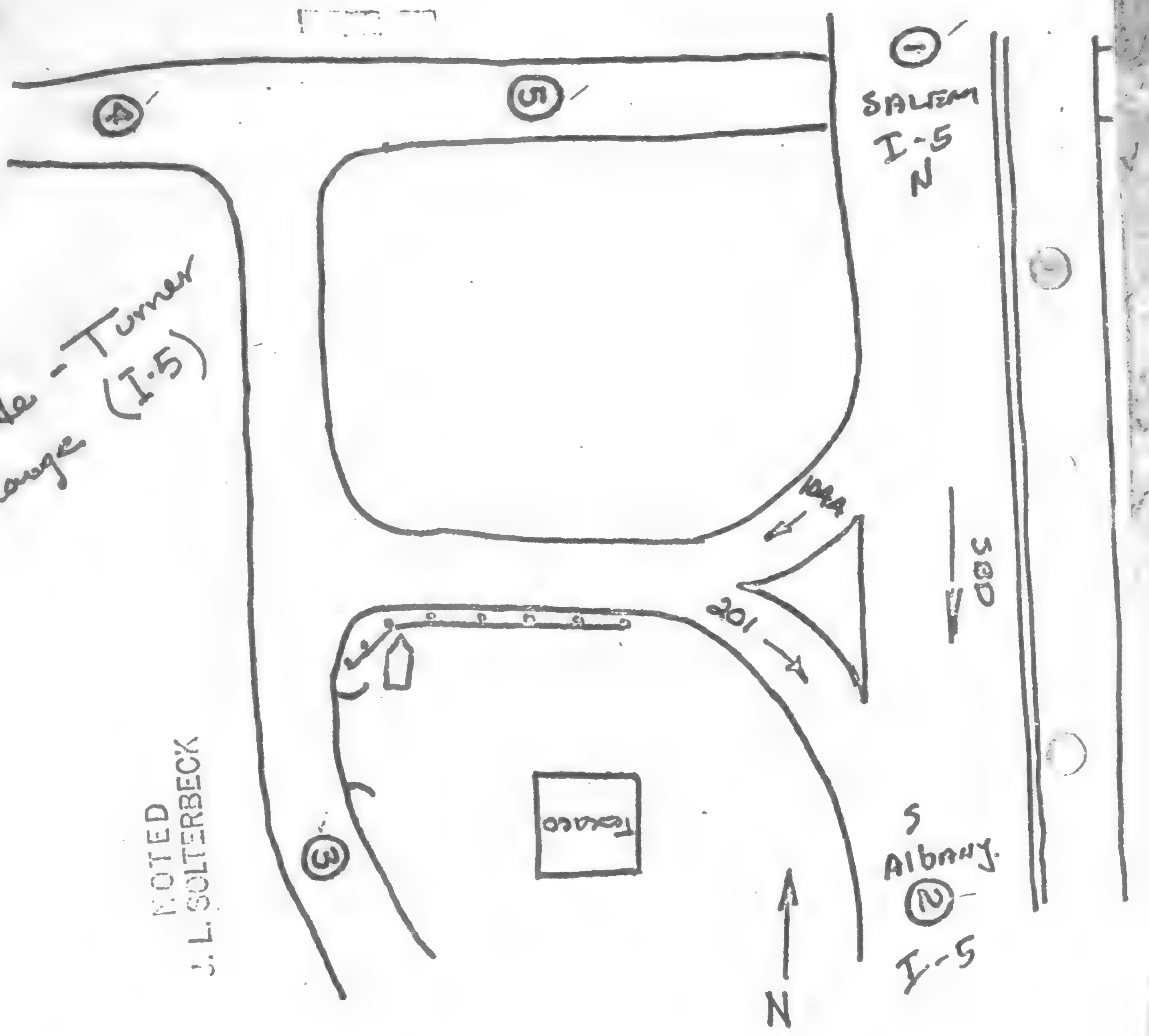
1-2
[illegible]
1-4
1-5
1-6
1-7
2-1
2-3
2-4
2-5
2-6
2-7
3-1
3-2
3-3


③
②
Proposed
④
⑤
⑥
①
⑦

FROM: TO:	1	2	3	4	5	6	7
1	—	No change	No change	More distance & delay	More distance & delay	More distance & delay	More distance & delay
2	No Change	—	Much less distance & delay	No change in delay or distance	No change in delay or distance	No change in delay or distance.	No change in delay or distance
3	No Change in distance. More delay. Eliminates left hand ramp	Much less distance & delay. Eliminates weave	—	No change in distance or delay. Eliminates weave	No change in distance or delay. Eliminates weave	No change in distance or delay. Eliminates weave	No change in distance or delay. Eliminates weave
4	Added distance & delay	No change in distance. Slightly more delay	No change in distance or delay	—	No change	No change	No change
5	Added distance & delay	No change in distance. Slightly more delay	No change in distance. Less delay	No change	—	No change	No change
6	Added distance & delay	No change in distance. More delay.	No change in distance. More delay.	No change	No change	—	No change
7	Added distance & delay	No change in distance or delay	No change in distance. Less delay.	No change	No change	No change	—

Sunnyside - Turner Interchange (I-5)

10,209	1-2	
294	1-3	
131	1-4	
619	1-5	
41	4-2	
34	4-3 x	
135	4-5 x	me
38	3-2	
12	3-4	
81	3-5	Cheryl
122	5-2	
39	5-3	
127	5-4	


①
SALEM
I-5
N
⑤
④
③
②
S
Albany
I-5
3BD
1044
201
Texaco
N

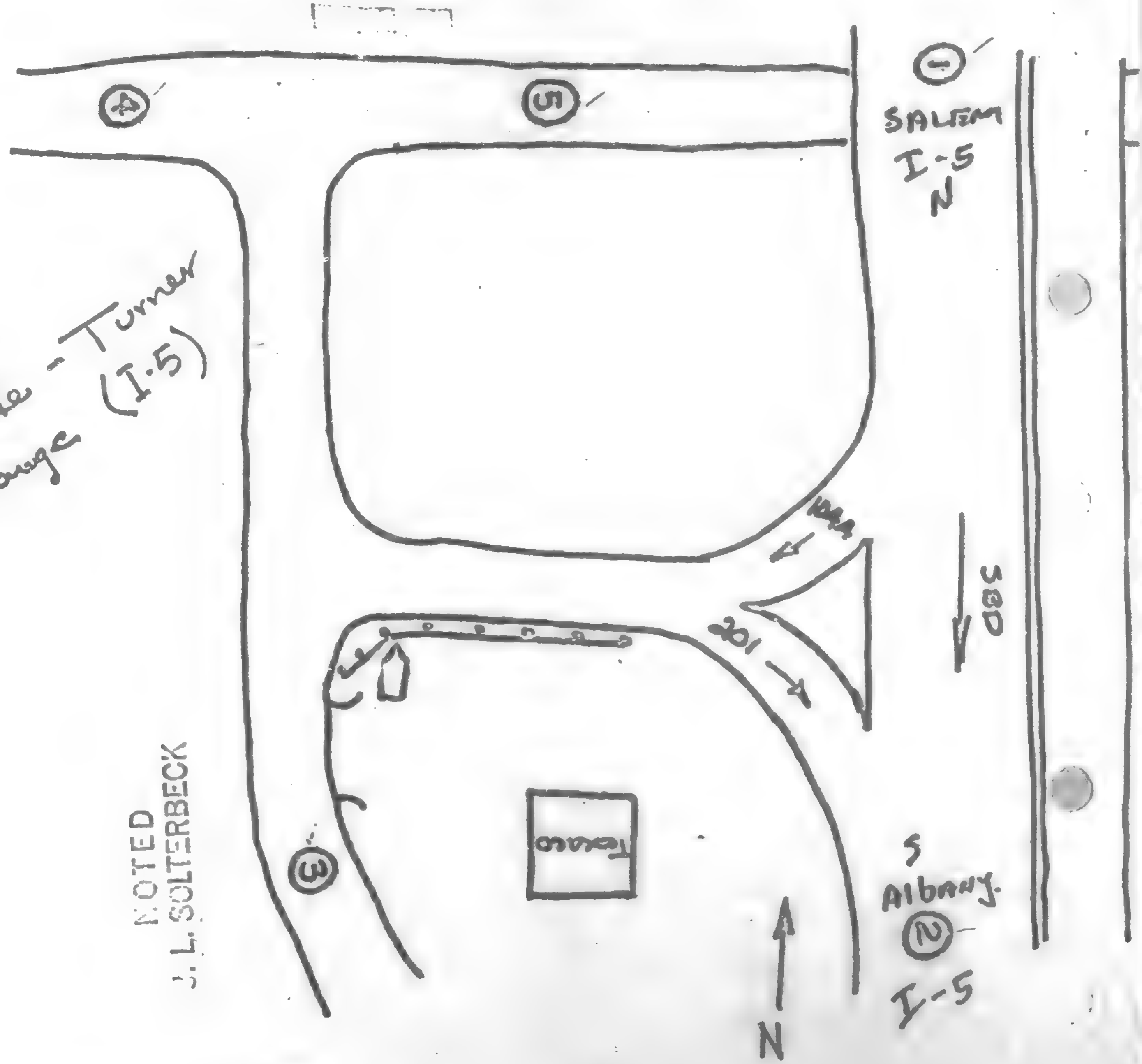
NOTED
J. L. SOLTERBECK

38
41
122
201

10,209	1-2
294	1-3
131	1-4
619	1-5
41	4-2
34	4-3 x
135	4-5 x ML
38	3-2
12	3-4
81	3-5
122	5-2
39	5-3
127	5-4

Check

Sunnyside - Turner
Interchange (I-5)


①
SALEM
I-5
N
④
⑤
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②
S
Albany
I-5
N
380
201
144
Texaco

NOTED
J. L. SOLTERBECK

38
41
122
201

Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date October 21 25 1953

Day of week Tuesday Thursday

Hours counted 6 AM to 10 PM

Weather cloudy

Classification All Vehicles

City of Marion County

Intersection Tucker-Sunnyside

Station number

Code number

	TIME	1-2	1-3	1-4	1-5	2-1	2-3	2-4	2-5	3-1	3-2	3-4	3-5	4-1	4-2	4-3	4-5	5-1	5-2	5-3	5-4	TOTAL	ENTERING 1	ENTERING 2
A. M.	6:00- 7:00	[illegible]	4	2	20						1	–	1		6	1	7		3	1	1	444	423	
	7:00- 8:00	[illegible]	3	15	55						1	–	4		3	–	18		15	1	5	695	648	
	8:00- 9:00	[illegible]	7	12	37						1	1	4		3	17	–		11	4	1	717	669	
	9:00-10:00	[illegible]	13	–	23						–	–	5		2	1	10		13	2	2	681	647	
	10:00-11:00	[illegible]	10	4	26						7	1	3		2	1	8		[illegible]	3	4	759	720	
	11:00-12:00	[illegible]	4	2	16						2	–	3		2	1	6		[illegible]	2	1	712	692	
P. M.	12:00- 1:00	[illegible]	[illegible]	7	37						6	–	11		2	1	7		6	4	10	751	704	
	1:00- 2:00	[illegible]	6	5	43						1	2	[illegible]		1	1	9		4	3	6	662	627	
	2:00- 3:00	[illegible]	6	6	38						2	2	[illegible]		3	2	9		14	2	10	778	729	
	3:00- 4:00	[illegible]	27	8	38						3	1	[illegible]		3	–	12		10	1	12	962	855	
	4:00- 5:00	[illegible]	24	13	63						1	1	[illegible]		7	2	6		[illegible]	3	20	1015	954	
	5:00- 6:00	[illegible]	15	21	24						4	2	[illegible]		3	–	5		[illegible]	2	14	1019	987	
	6:00- 7:00	[illegible]	21	7	14						3	–	2		1	3	15		[illegible]	3	10	637	592	
	7:00- 8:00	[illegible]	7	5	23						3	1	7		–	1	6		[illegible]	4	[illegible]	442	414	
	8:00- 9:00	[illegible]	4	4	17						–	–	–		–	–	2		[illegible]	–	[illegible]	294	287	
	9:00-10:00	[illegible]	15	2	21						–	–	–		–	–	3		1	–	2	294	288	
	10:00-11:00																							
	11:00-12:00																							
A. M.	12:00- 1:00																							
	1:00- 2:00																							
	2:00- 3:00																							
	3:00- 4:00																							
	4:00- 5:00																							
	5:00- 6:00																							
	24-Hour total .	[illegible]	294	131	619						38	12	81		41	34	135		122	39	127	11852	11253	
	16-Hour total .	1281	267	119	563						35	11	73		37	31	123		111	35	115	10802	10230	
	__-Hour total .																							
	Control . . .																							
	Factor . . .																							

________ St. is North and South

________ St. is East and West

STATE PRINTING DEPT.

Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

05 1973
d-y Thursday
10 PM
dy

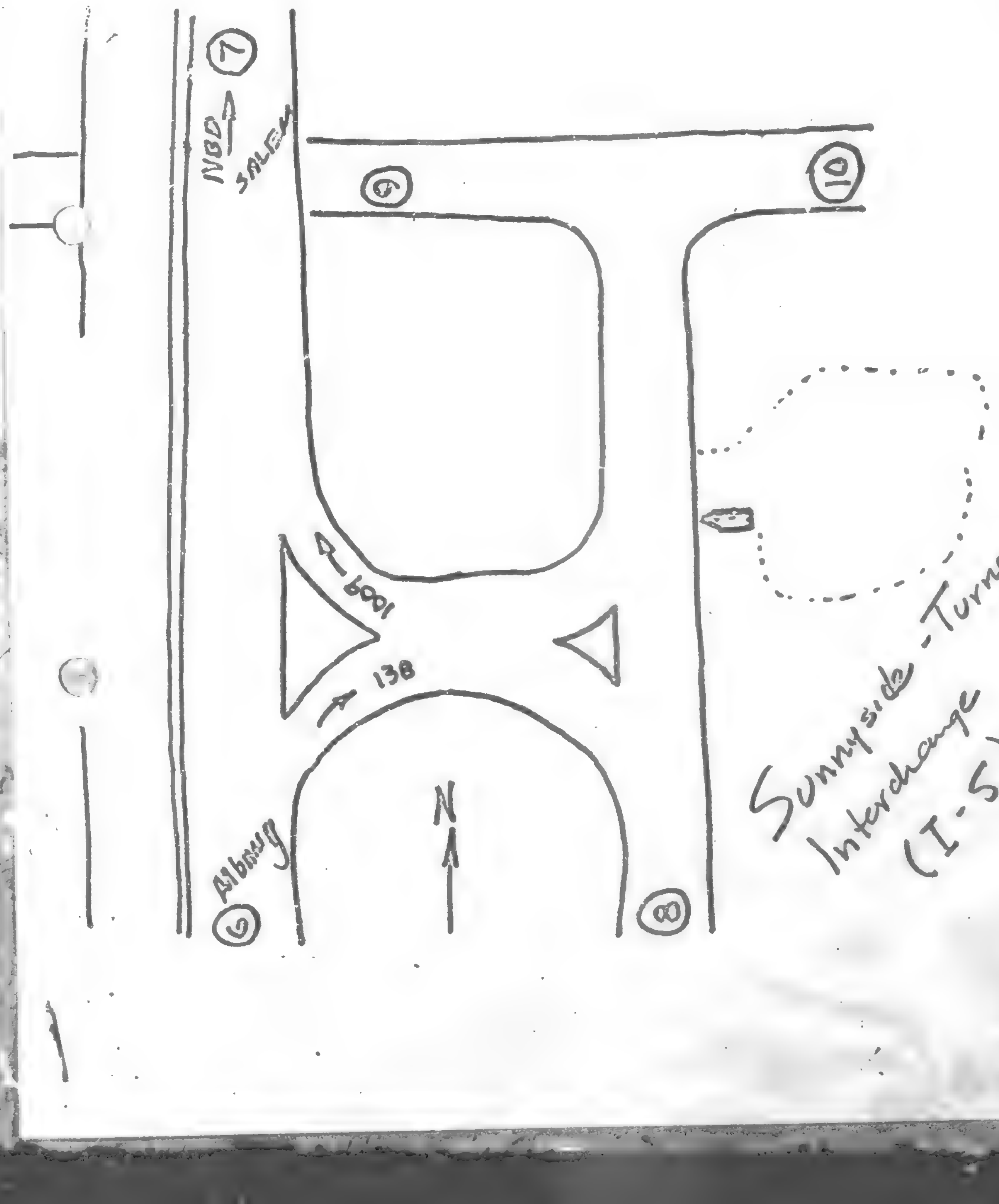
Classification All Vehicles

City of Marion County
Intersection Turner-Sunnyside Inter.
Station number
Code number

SUMMARY BY MOVEMENTS																		ENTERING VOLUMES BY LEGS				
1-5	2-1	2-3	2-4	2-5	3-1	3-2	3-4	3-5	4-1	4-2	4-3	4-5	5-1	5-2	5-3	5-4	TOTAL	1	2	3	4	5
20						1	—	1		6	1	7		3	1	1	444	423		2	14	[illegible]
55						1	—	4		3	—	18		15	1	5	695	648		5	21	21
37						1	1	4		3	17	—		11	4	1	717	669		6	20	22
22						—	—	5		2	1	10		13	2	2	681	647		5	13	[illegible]
26						7	1	3		2	1	8		5	3	9	759	720		11	11	[illegible]
16						2	—	3		2	1	6		3	2	1	712	692		5	9	[illegible]
37						6	—	11		2	1	7		6	4	10	751	704		17	10	[illegible]
42						1	2	[illegible]		1	1	9		4	3	6	662	627		11	11	[illegible]
38						2	2	[illegible]		3	2	9		14	2	10	778	729		9	14	[illegible]
28						3	1	[illegible]		3	—	12		13	1	12	902	855		7	16	[illegible]
62						1	1	[illegible]		7	2	6		[illegible]	3	20	1015	954		10	15	26
24						4	2	[illegible]		3	—	5		[illegible]	2	14	1019	987		9	[illegible]	[illegible]
[illegible]						3	—	3		1	3	15		4	3	10	637	572		9	17	[illegible]
23						3	1	7		—	1	6		[illegible]	4	[illegible]	442	414		11	7	[illegible]
17						—	—	—		—	—	2		[illegible]	—	[illegible]	294	287		—	[illegible]	[illegible]
21						—	—	—		—	—	3		7	—	2	294	288		—	[illegible]	[illegible]
619						38	12	81		41	34	135		122	39	127	11882	11253		131	210	[illegible]
563						35	11	73		37	31	128		111	35	115	10802	10230		119	192	261

St. is North and South

St. is East and West


7
NBD
SALEM
9
10
1009
138
N
Albany
6
8

Sunnyside-Turner Interchange (I-5)

	6 - 7	9832
(Barb)	6 - 8	19
	6 - 9	51
	6 - 10	68
	8 - 7	318
	8 - 9	43
	8 - 10	42
(Cheryl)	9 - 7	408
	9 - 8	127
	9 - 10	377
	10 - 7	283
	10 - 8	31
	10 - 9	181

NOTED
J. L. SOLTERBECK

MARION CO.

318
408
283
1009

Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date 10/30 & 11/8/ 1973
Day of week Tues & Thur
Hours counted 16
Weather Rain

Classification All Vehicles

City of Pacific Hwy 1 - 11
Intersection Sunnyside & Tex
Station number
Code number

		SUMMARY BY MOVEMENTS																					ENTERING	
	TIME	6-7	6-8	6-9	6-10	8-7	8-9	8-10	9-7	9-8	9-10	10-7	10-8	10-9								TOTAL	6	8
A. M.	6:00- 7:00	222			4	22			15		16	13		2								394	326	22
	7:00- 8:00	[illegible]		2	6	53	1	2	54	3	33	16	1	16								747	568	56
	8:00- 9:00	[illegible]		1	6	17	1	1	31	2	19	6		10								579	512	19
	9:00-10:00	[illegible]	1		4	20		2	10	4	4	8		17								680	605	22
	10:00-11:00	[illegible]	3	1		24	7	11	15	4	16	25	1	7								802	672	42
	11:00-12:00	[illegible]		5	4	14	1	1	12	3	16	21	3	7								724	646	16
P. M.	12:00- 1:00	595		2	3	11	2	2	25	7	22	13	1	6								689	600	[illegible]
	1:00- 2:00	[illegible]	3	5		12	4	4	20	5	25	14		9								735	640	22
	2:00- 3:00	[illegible]	1	4	3	22	5	1	21	22	23	17	1	8								823	693	29
	3:00- 4:00	[illegible]		1	5	16	2	2	27	12	31	19	4	11								837	763	[illegible]
	4:00- 5:00	[illegible]	1	7	5	13	9	6	26	17	42	26	3	22								1000	843	21
	5:00- 6:00	740	5		7	21	3	2	[illegible]	18	29	24	5	17								915	758	[illegible]
	6:00- 7:00	594	1	9	8	[illegible]	2		[illegible]	6	26	32	3	21								773	612	[illegible]
	7:00- 8:00	261	1	4	3	7	1	2	15	6	17	13	3	4								334	269	[illegible]
	8:00- 9:00	[illegible]	1	4	2	4	2	1	4	4	6	4	1	1								333	306	7
	9:00-10:00	227		1	2	6		1	3	3	11	11	2	7								274	230	7
	10:00-11:00																							
	11:00-12:00																							
A. M.	12:00- 1:00																							
	1:00- 2:00																							
	2:00- 3:00																							
	3:00- 4:00																							
	4:00- 5:00																							
	5:00- 6:00																							
24-Hour total .		9822	19	51	68	310	43	42	408	127	377	283	31	121								11780		
__-Hour total .		8938	17	46	62	[illegible]	39	33	371	112	342	257	28	165								10709	9063	366
__-Hour total .																								
Control . . .																								
Fac																								

________ St. is North & South

________ St. is East and West

Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

11/8/1973
Tue. • Thur
16
[illegible]

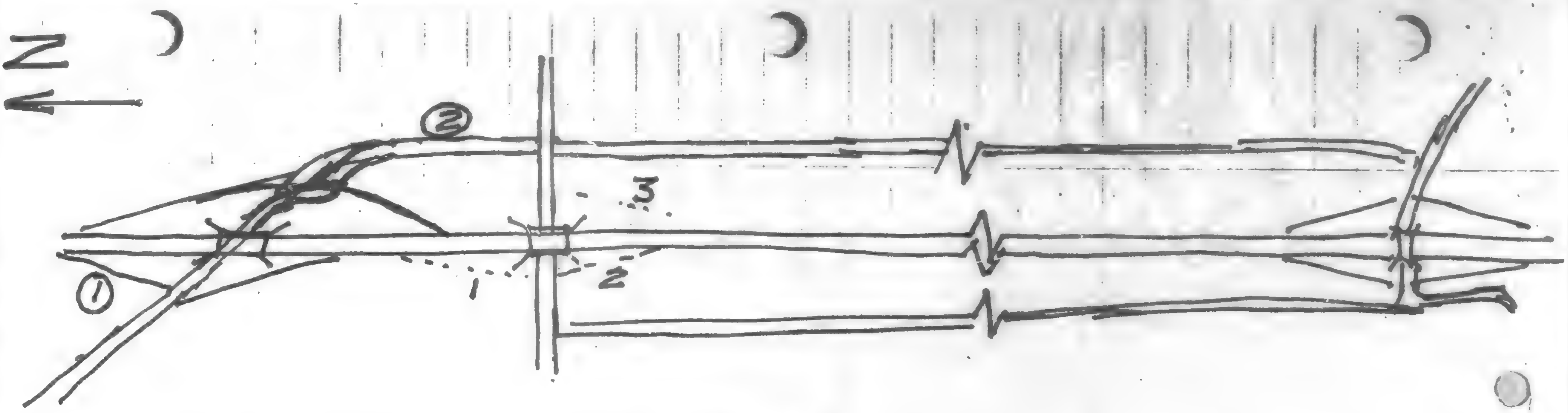
Classification All Vehicles

City of Pacific Hwy. 1 - At I-5
Intersection Sunnyside • Turner -MP 248.41
Station number
Code number

SUMMARY BY MOVEMENTS											ENTERING VOLUMES BY LEGS			
6-10	8-7	8-9	8-10	9-7	9-8	9-10	10-7	10-8	10-9	TOTAL	6	8	9	10
4	22			15		16	13		2	394	326	22	31	15
6	53	1	2	54	3	33	16	1	16	747	568	56	90	33
6	17	1	1	31	2	19	6		10	599	512	19	52	16
4	20		2	10	4	14	8		17	680	605	22	28	25
	24	7	11	15	4	16	25	1	7	802	692	42	35	33
4	14	1	1	12	3	16	21	3	7	724	646	16	31	31
3	11	2	2	25	7	22	13	1	6	689	600	15	54	20
	14	4	4	20	5	25	14		9	735	640	22	50	23
3	22	5	1	31	22	23	17	1	8	823	693	28	76	26
5	16	2	2	27	12	21	19	4	11	887	763	20	70	34
5	13	8	6	26	17	42	26	3	22	1000	843	27	85	45
7	21	3	2	26	18	29	24	5	17	915	758	26	85	46
8	25	2		45	6	26	33	3	21	773	612	27	77	57
3	7	1	2	15	6	14	13	3	4	334	269	10	35	20
2	4	2	1	4	4	6	4	1	1	333	306	7	14	6
2	6		1	3	3	11	11	2	7	274	230	7	17	20
68	318	43	42	408	127	377	283	31	181	11780				
62	[illegible]	39	38	371	116	343	257	28	165	10709	9063	366	830	450

St. is North and South

St. is East and West



Battle Creek Turner-Sunnyside

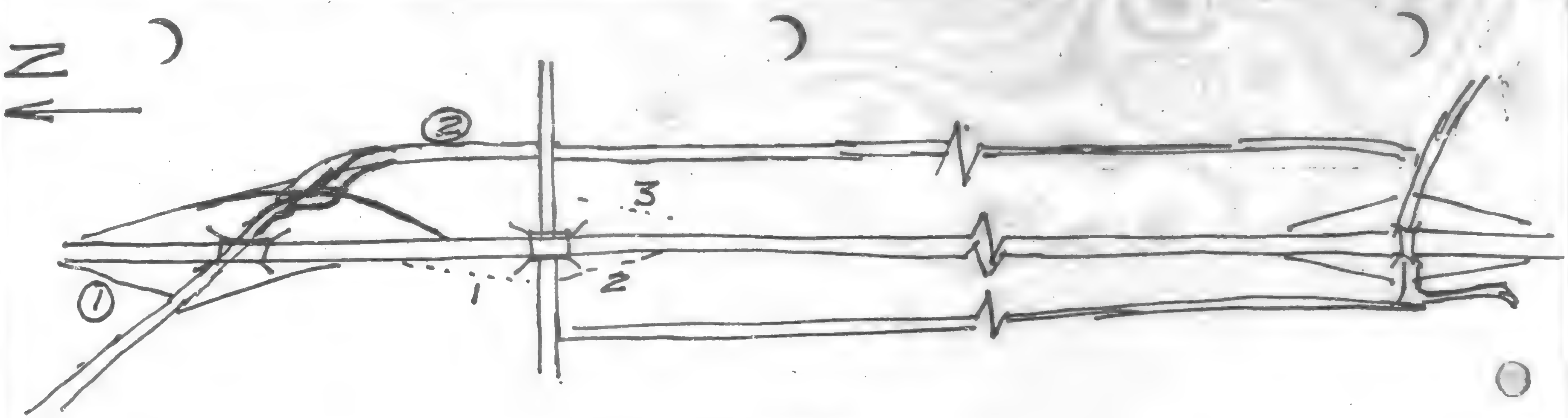
cc given Don Staudenmeyer 9-11-75

9-12-75

cc E.J. Hall
Jim Chaney
G Wimer

F

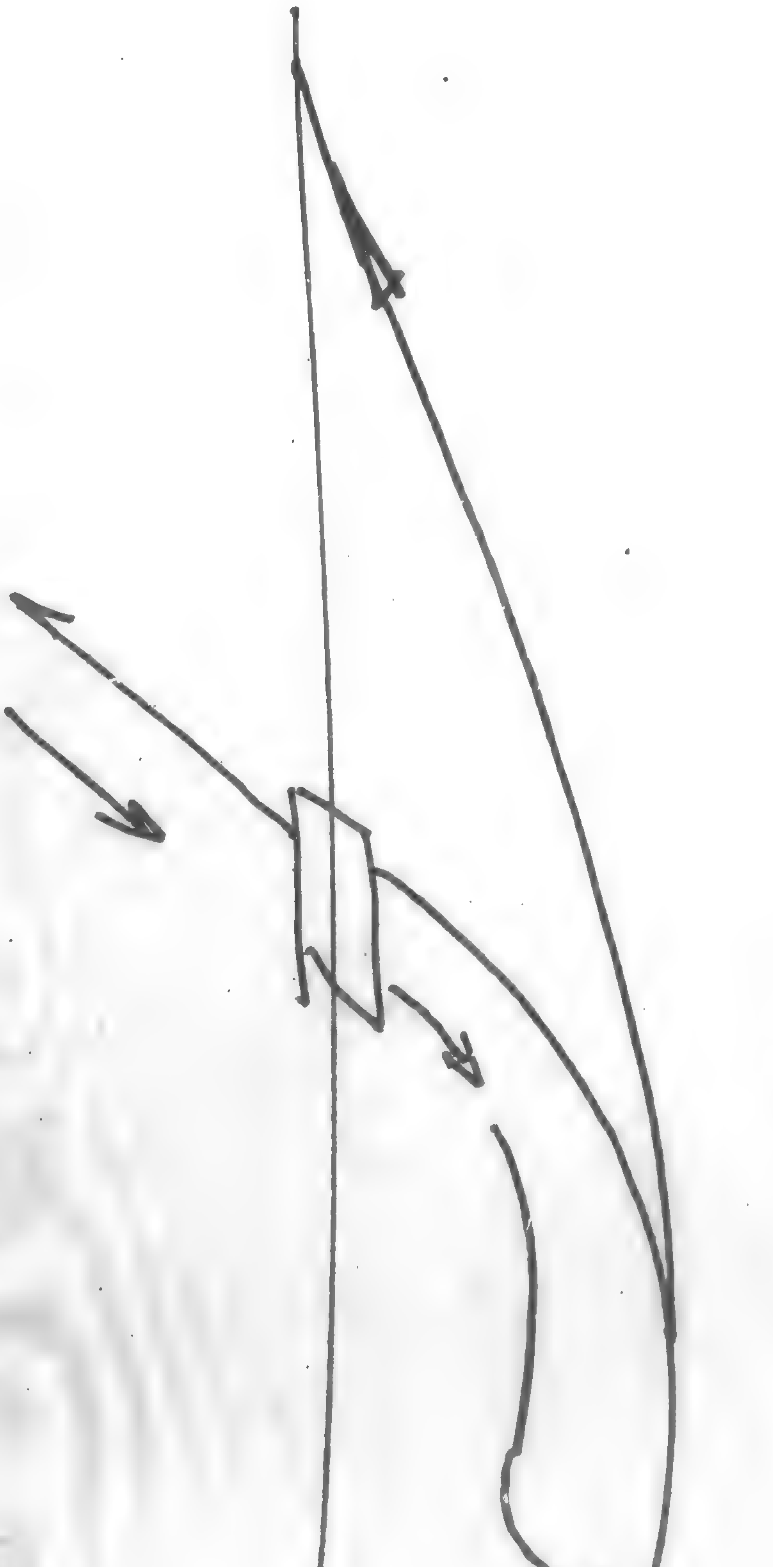
2061-229

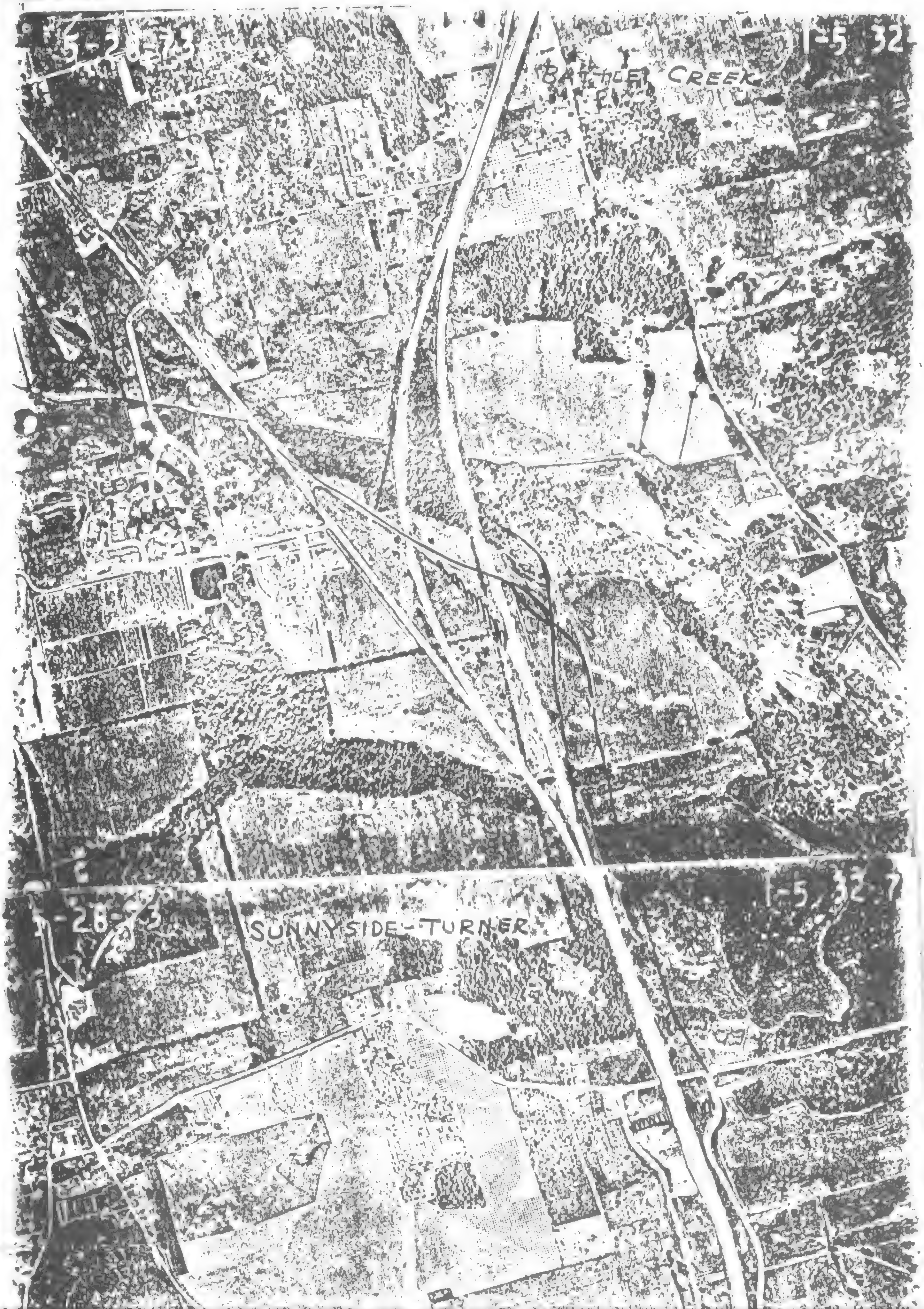


Battle Creek Turner-Sunnyside

cc given Don Staudenmeyer 9-11-75

cc E.J. Hall
Jim Chaney
G Wimer




5-28-73
1-5 32
BATTLE CREEK
-28-73
SUNNYSIDE-TURNER
1-5 32-7

SUNNYSIDE-TURNER
1-5 32-7

9036 1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: December 19, 1974

In reply refer to: 1041DB.2

SUBJECT: Oregon Project I-5-4(-)
Battle Creek - Sunnyside-Turner Interchange
Preliminary Layout Sheet

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter, Asst State Highway Engineer

The proposed design (revised 11-12-74) for the subject interchanges which was submitted with your November 14, 1974 letter, has been carefully reviewed. The design as proposed is responsive to the needs associated with this particular location and is hereby approved. A signed copy of the layout is attached. Please return a print for our records.

Interstate participation in the proposed northbound structure located in the vicinity of Station L^{3N}543 is limited to a two-lane facility. Moreover, the proposed 320 ft. length appears to be excessive.

D. K. Hossner
for G. L. Green

NOTED
E. S. HUNTER
12-23-74
cc Versteeg
TAA

RECEIVED
STATE HWY ENGR
DEC 20 '74
REFER TO
FOR
Inf | WPS | JD | DIR | Sign | Act | File
X

RECEIVED
DEC 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TED
A. E. JOHNS

12-23-74
ORIGINAL TO
Hal Versteeg - TAA
w/att.

[illegible] 1/c
I-5, S.
[illegible]
Talbot Rd.
xp.

November 14, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Battle Creek-Sunnyside-Turner
Interchange
Battle Creek Junction-Halsey Road
Section
Pacific Highway
Marion County

Your letter of September 26, recommended that we consider revising the Battle Creek Interchange northbound off ramp to go over rather than under the northbound main line even at the expense of having to use a 7.5 percent descending grade. Our Region Office does not concur in this thinking as this particular section of highway is notorious for icing conditions even when ice appears no where else in the locale.

A new plan has been developed which will eliminate most of the problems we have encountered with former designs. The new plan moves the northbound off ramp farther south beyond the crest vertical where it is visible to northbound traffic wanting to exit to Salem. This was the suggestion of your Washington Office some time ago.

This off ramp is then joined by the on ramp from Sunnyside-Turner Road and two lanes are carried ahead into Salem with a branch for northbound main line on traffic near the proposed new structure. This enables Sunnyside-Turner to Portland traffic to enter the freeway clear of the slow truck climbing lane and with no weaving necessary. Profile grades on the ramps are quite acceptable.

Our Traffic Section assures us this can be adequately signed and the ramp visibility features are a decided advantage.

The design previously submitted to you has been estimated to cost $1,000,000. This proposal is about $1,200,000 so the plan is comparable cost wise.

We have shown the main line structure with 3 travel lanes and full shoulders anticipating the six laning of the section north of here. This will, of course, depend on that approval.

Design approval has been received and the preliminary layout sheet is attached for your approval.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

Design js

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
L. W. Rulien
D. E. Swan

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 26, 1974

In reply refer to: 1041DB.2

SUBJECT: Oregon Project I-5-4(-)243
Battle Creek and Sunnyside-Turner Interchanges
Preliminary Layout Sheets

1/2 ✓

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter

RECEIVED
STATE HWY ENGR
SEP 27 '74
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✗	

The layout sheets submitted August 22, 1974 on the subject interchanges have been reviewed and we approve the overall design on both interchanges.

We do, however, recommend that a reanalysis of the following be made before a final approval is given.

Consideration should be given to carry the northbound offramp of the Battle Creek Interchange over rather than under the northbound I-5. We recommend this alternate for the following reasons:

1. Traffic handling during construction would be much easier and less costly.

2. The maximum grade of 7.5% would occur on a tangent for a length of 900'± rather than on the ramp curve immediately after leaving the freeway which develops a 6% grade for 1,500'±.

3. The apparent extra cost for the freeway three-lane structure would be approximately $200,000 without considering the cost of the temporary detour.

4. The ramp structure should be constructed to provide for the climbing lane. However, if the design of the climbing lane precludes its continuation through the structure location, consideration can be given to providing this clearance for the future six lanes through the area.

9-30
Venator
analyze
and respond.
EH.

We are returning these layout sheets for your use in reanalyzing the proposed design. Reconsideration should also be given to the auxiliary lane proposed between the two interchanges.

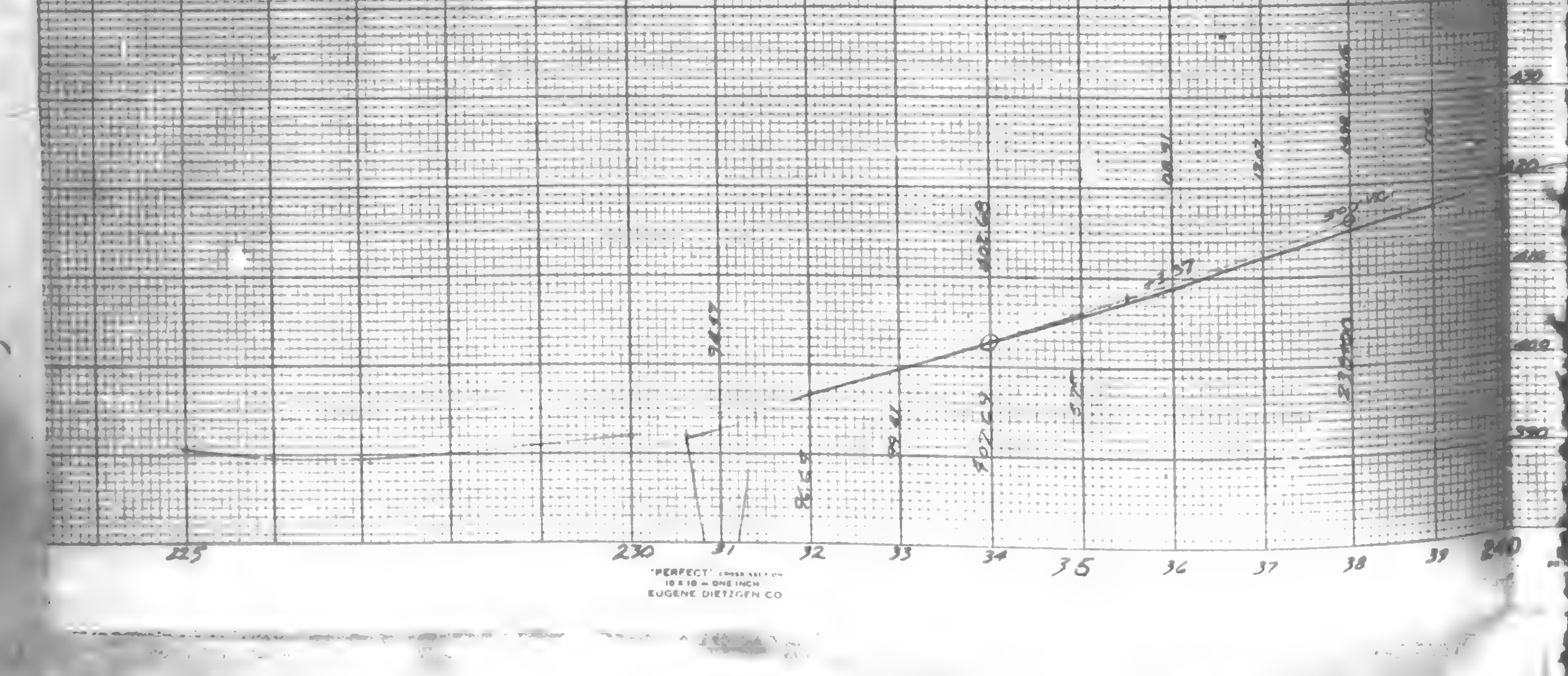
G K Hossner
for G. L. Green

RECEIVED
SEP 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: OSHD (A Olson)
w/layout sheets

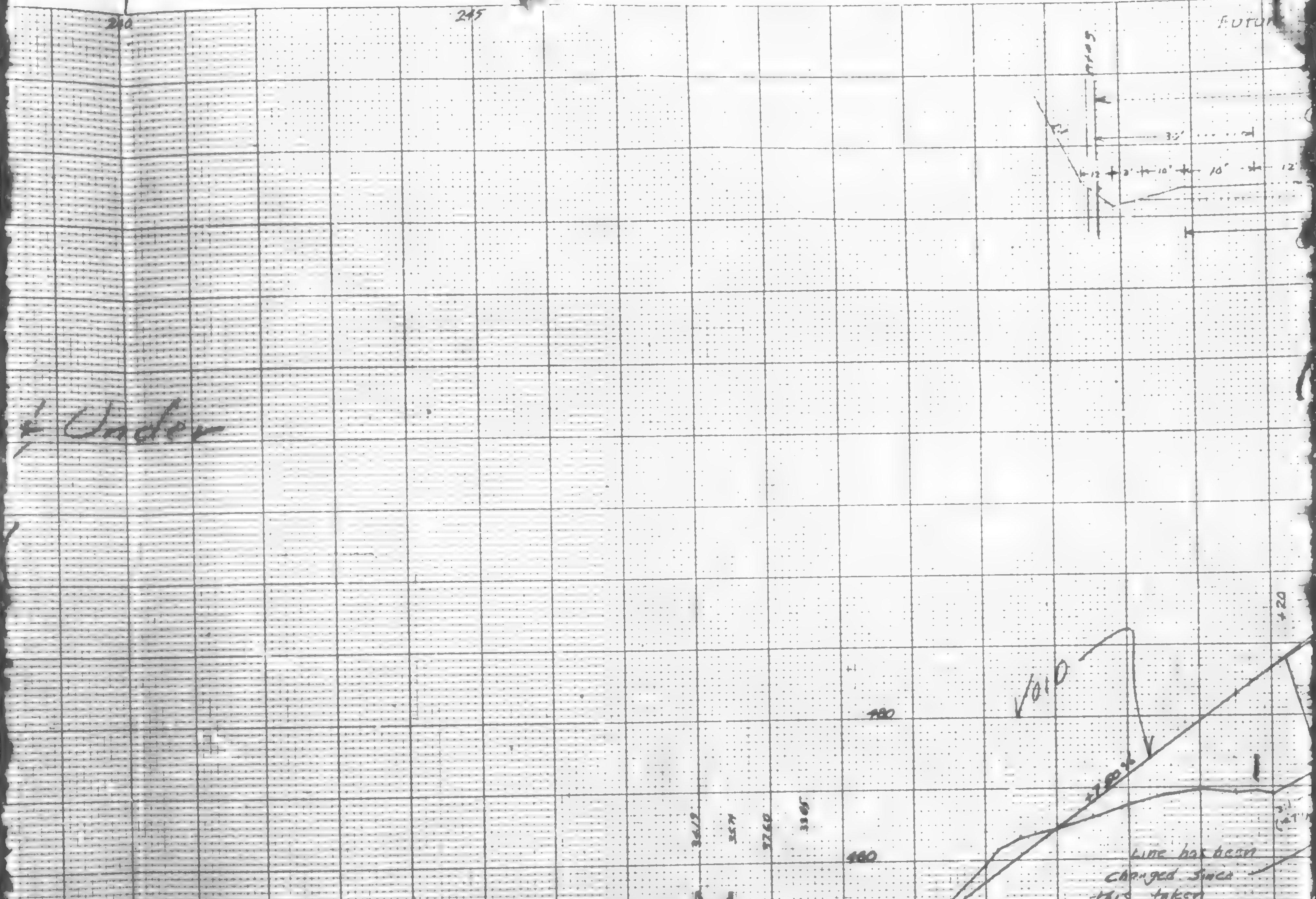
Battle Cr. Interchange
Showing Profile of Over & Und

Northbound Off-Ramp
I-5
Marion Co.



"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO

26' one way ramp 50' (692)


240
245
Futur
3½'
12
3'
10'
10'
12'
Under
Void
480
460
440
420
410
400
390
+2.00%
+1.82%
400' VC
+.60%
Line has been changed since this taken
+20
RW
CL
39
240
41
42
43
44
5
46
47
48
49
250
51
52
53
54
5
56

PRINTED IN U.S.A.

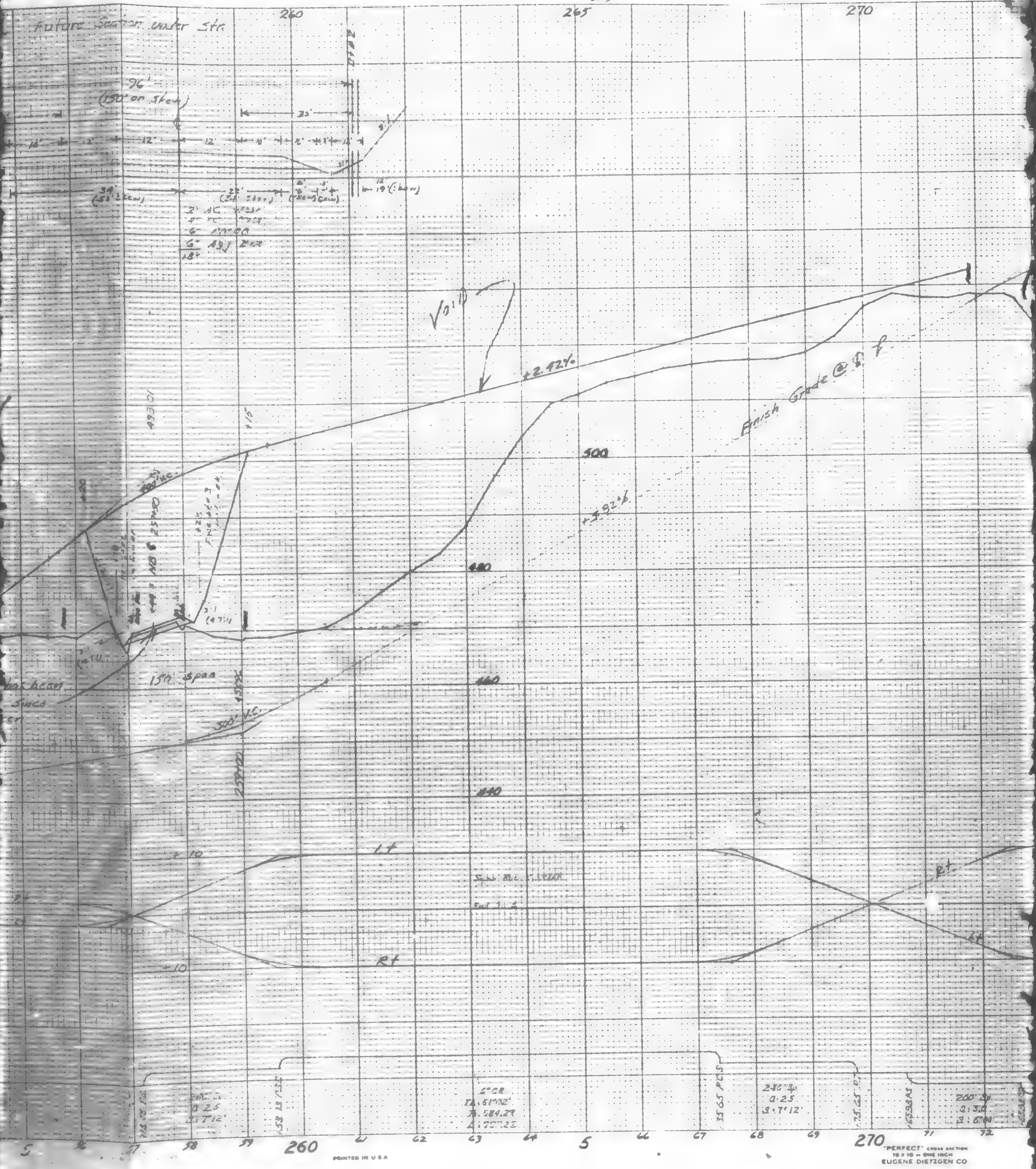
"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO

= 3.11:1

17 [illegible]
6' Base [illegible]
23

[illegible] T
170 [illegible]
215

[illegible] 11 - 13


260
265
270
Future Section under Sta
96'
(150' on Skew)
33'
18'
12'
12'
12'
10'
12'
12'
34'
(58' Skew)
22'
19' (Skew)
2" AC
4" AC
6" [illegible]
6" Agg Base
18"
√o.k.
+2.924%
Finish Grade @ ℄
500
+3.92%
480
460
440
300' V.C.
15 ft. span
3:1
+10
Lt
Rt
-10
Rt
Lt
2°CR
I.A. 51°02'
T. 584.29
Δ 720.22
35 65 P.C.S.
280' Sp.
Q 25
3° 7' 12'
200' Sp.
Q 3.0
3 6°
57
58
59
260
61
62
63
64
5
66
67
68
69
270
71
72

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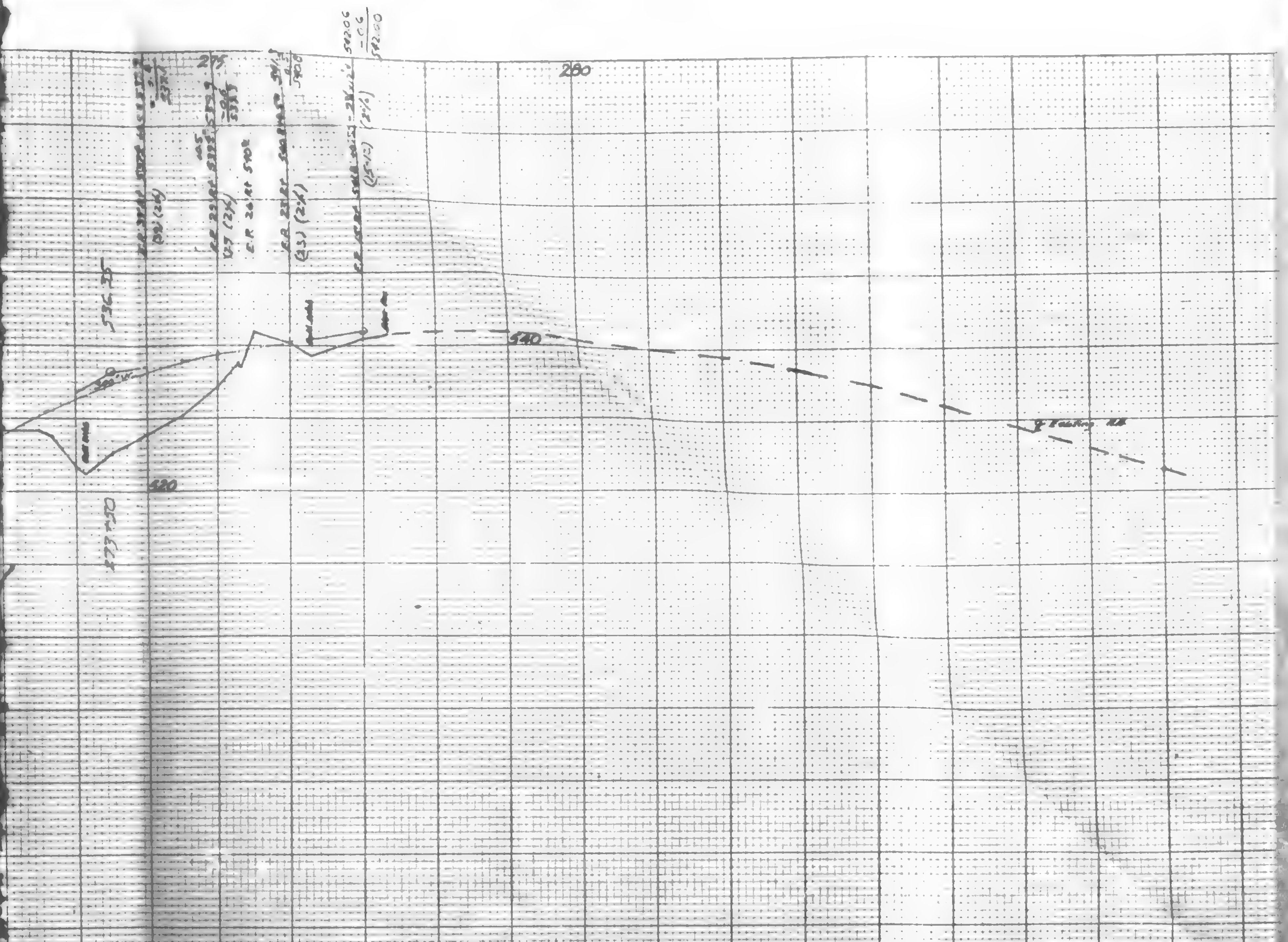
"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO



280
275
542.06
-.06
542.00
540
520
536.75
377+50
+10
-10
72
73
74
5
76

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9036

August 22, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Battle Creek Interchange
Battle Creek-Halsey Interchange Section
Pacific Highway
Marion County

Attached are the preliminary layout sheets on the subject interchange and the Sunnyside-Turner Interchange.

We have re-evaluated our design and determined that due to the short distance from the Sunnyside-Turner northbound on-ramp to the Battle Creek off-ramp, an auxiliary lane should be continuous between them. This will offer more opportunity to weave on the uphill grade. With this continuous lane, it will be necessary to provide a standard 600 foot escape lane past the gore of the Battle Creek off-ramp. This, then, will necessitate that we construct another 1,000 feet of the climbing lane to permit traffic sufficient opportunity to merge back to the existing two lane facility.

The 1,000 foot lane drop crosses the proposed new interchange structure which will require a third lane with emergency shoulders provided on both the left and right side of the highway. Considering the widening for guard rail, we will need a 60 foot wide structure (3 - 12 foot lanes and 2 - 12 foot shoulders).

Your approval of the attached preliminary layout sheets is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
W. J. Hart
C. O. Fredrickson
DNS:we js

-- 9036

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: July 8, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project I-5-4(-)243
Sunnyside-Turner Road Interchange
Bridge #2177b

NOTED
E. S. HUNTER

cc Hart
7-12-74

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. Walter J. Hart, Bridge Engineer

Your letter of June 24, 1974 furnished the comparative cost of raising the subject bridge versus the lowering of the grade. Based on this information it appears that lowering the grade for a total cost of $252,000 is the best alternate.

The cost of a new structure, per your previous letter, is $675,000. An additional five feet of shoulder width adjacent to the climbing lane is estimated to cost an additional $423,000. Such an expenditure does not appear to be in the public interest and is therefore not approved for FAI funding. If you wish to pursue this proposal, there is a possibility that the estimated cost of lowering the grade could be applied to the new structure. The additional cost would have to be financed by other than FAI funds.

for G. L. Green
G. K. Hossner

RECEIVED
STATE HWY ENGR
JUL 10 '74
REFER TO
Hunter

NOTED
A. E. JOHNSON

RECEIVED
JUL 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9036

201
I-5, c.
Up.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 24, 1974

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Sunnyside-Turner Intch., Bridge 2177B
Battle Creek-Talbot Road Section
Pacific Highway, I-5, Marion County
Your File 10-41.71

Your June 4, 1974 memorandum approved only the removal of the safety curbs and covering the median on the subject structure. As part of this project a six-inch overlay to strengthen the existing pavement is planned. It is not possible to carry this over the existing bridge. We have estimated the cost of raising the bridge to meet the overlay or lowering the grade to meet the bridge. Lowering the grade would be accomplished by excavating approximately 300 feet at each end of the structure and replacing with AC pavement. The estimated cost to raise the bridge is $200,000 and to lower the grade is $186,000. The estimated cost of replacing the exterior parapets and safety curbs with GM rail and covering the median and installing a GM median barrier is $66,000. A sketch is enclosed showing how this would be accomplished. This does not increase the outside shoulder width. The total cost to do the minimum work to complete this project would be $186,000 + $66,000 = $252,000. All the estimates include an allowance for engineering and contingencies.

To spend a quarter of a million dollars on a bridge and still leave a substandard shoulder in the northbound lanes and a completely substandard

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JUN 27 1974
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ASSISTANT STATE HIGHWAY ENGINEER

roadway beneath the structure does not appear to be a good expenditure of public funds. We ask that you reconsider our request to replace this structure as stated in our letters of April 16, 1974 and May 20, 1974.

Very truly yours,

Walter J. Hart
Bridge Engineer

JMT:dh

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

4036

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 4, 1974

In reply refer to: 10-41.71

SUBJECT: Oregon Project I-5-4(-)243
Sunnyside - Turner Rd Interchange [illegible]
Bridge #2177B

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER
6-10-74
cc Hart
Versteeg
[illegible]
[illegible]

Mr. Hart's May 20, 1974 memorandum requested that we again consider reconstruction of this structure to meet full Interstate standards.

An inspection was made of the bridge site with Mr. Tindall of your office and Mr. Wimer of the Region office on June 4. The condition of the structure and the site was found to be substantially as reported in Mr. Hart's original replacement request. We agree that the conditions at this location are not the best and will not comply entirely with the new construction standards when the additional climbing lane is added. It is our opinion, however, that the present structure will adequately carry the proposed climbing lane.

It is also stated that the median area between the structures should be covered. The space between these structures is quite narrow and is now completely protected by the median barrier. We would agree to covering the median space to eliminate the bulge in the median rail and to give a little more horizontal clearance. In addition we would agree to removing the safety curb on the outside so additional width could be gained while removing that hazard. Other than these two items we can not approve Federal participation in work on this structure.

For G. L. Green

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STATE HWY ENGR
JUN 6 '74
REFER TO
Hunter
FOR
Info | File

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JUN 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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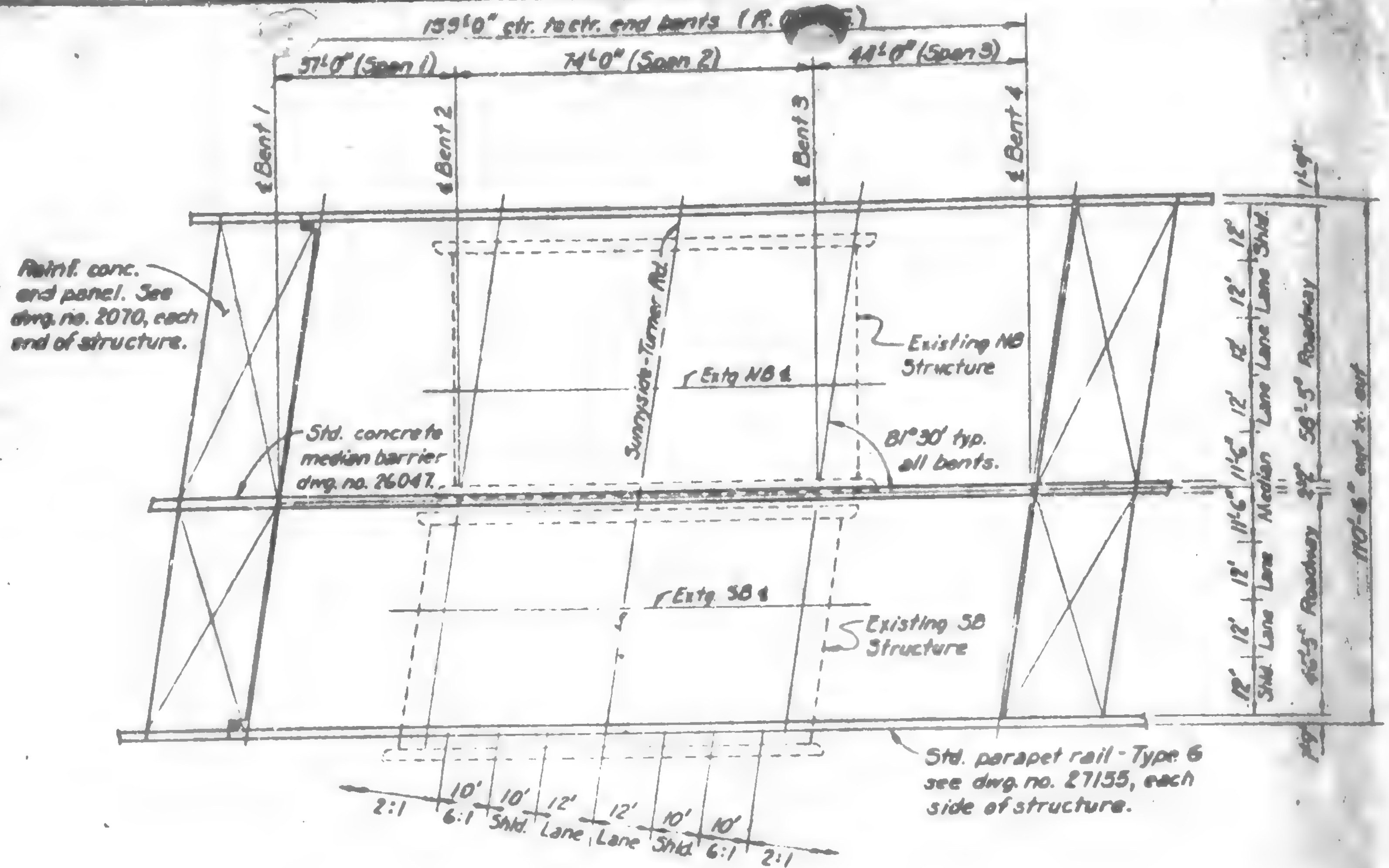
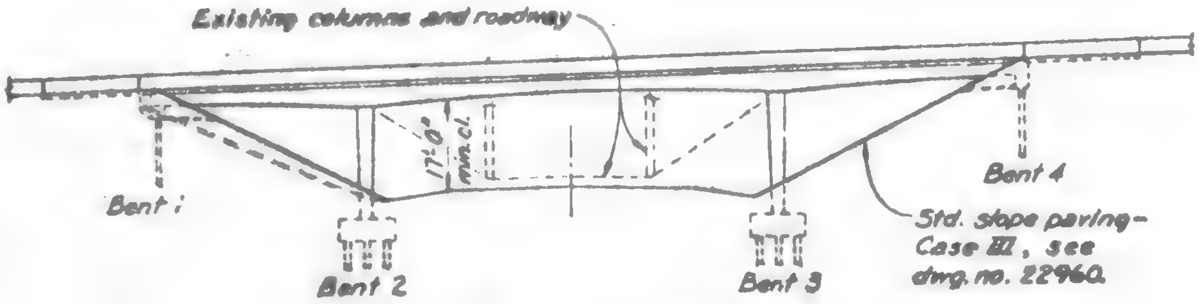
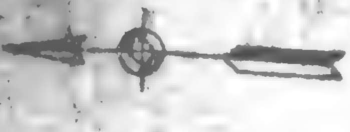
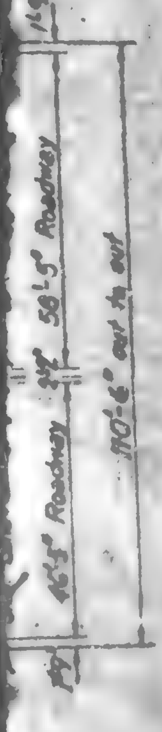

159'-0" ctr. to ctr. end bents (R.
37'-0" (Span 1)
74'-0" (Span 2)
44'-0" (Span 3)
℄ Bent 1
℄ Bent 2
℄ Bent 3
℄ Bent 4
Reinf. conc. end panel. See dwg. no. 2070, each end of structure.
Sunnyside-Turner Rd.
Existing NB Structure
℄ Extg NB ℄
Std. concrete median barrier dwg. no. 26047.
81°30' typ. all bents.
℄ Extg SB ℄
Existing SB Structure
Std. parapet rail - Type 6 see dwg. no. 27155, each side of structure.
2:1
10'
6:1
10'
Shld.
12'
Lane
12'
Lane
10'
Shld.
10'
6:1
2:1
1'-9"
12' Shld.
12' Lane
12' Lane
11'-6"
Median
11'-6"
12' Lane
12' Lane
12' Shld.
58'-5" Roadway
2'-0"
58'-5" Roadway
1'-9"
110'-6" out to out

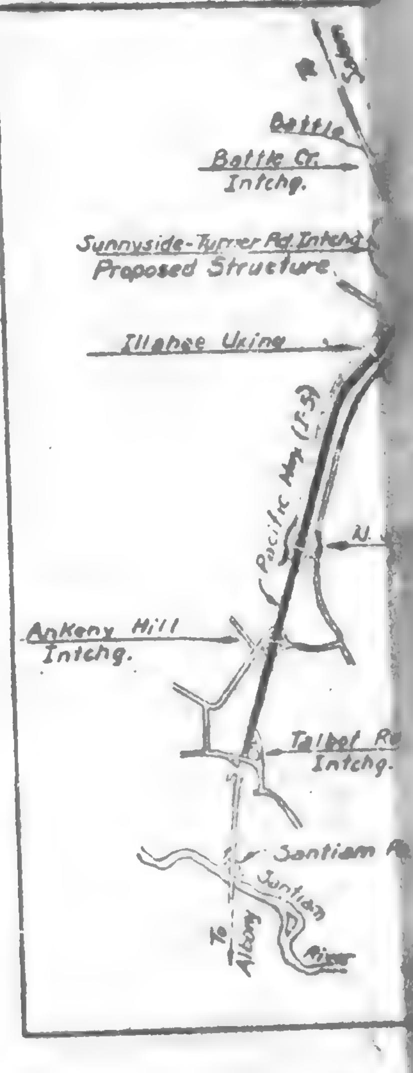
PLAN
Scale: 1" = 20'-0"


Existing columns and roadway
17'-0" min. cl.
Bent 1
Bent 2
Bent 3
Bent 4
Std. slope paving - Case III, see dwg. no. 22960.

ELEVATION
Scale: 1" = 20'-0"




1'-9"
46'-5" Roadway
2'-2"
58'-5" Roadway
1'-9"
110'-6" out to out


Salem
Battle
Battle Cr. Intchg.
Sunnyside-Turner Rd. Intchg.
Proposed Structure
Illahee Uxing
Pacific Hwy (I-5)
N.
Ankeny Hill Intchg.
Talbot Rd. Intchg.
Santiam R
Santiam River
To Albany

APPROVED

BRIDGE ENGINEER

ASST. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED

DRAWN T.J.S

CHECKED

CAL. BOOK

OREGON STATE HIGH
BRIDGE SECT

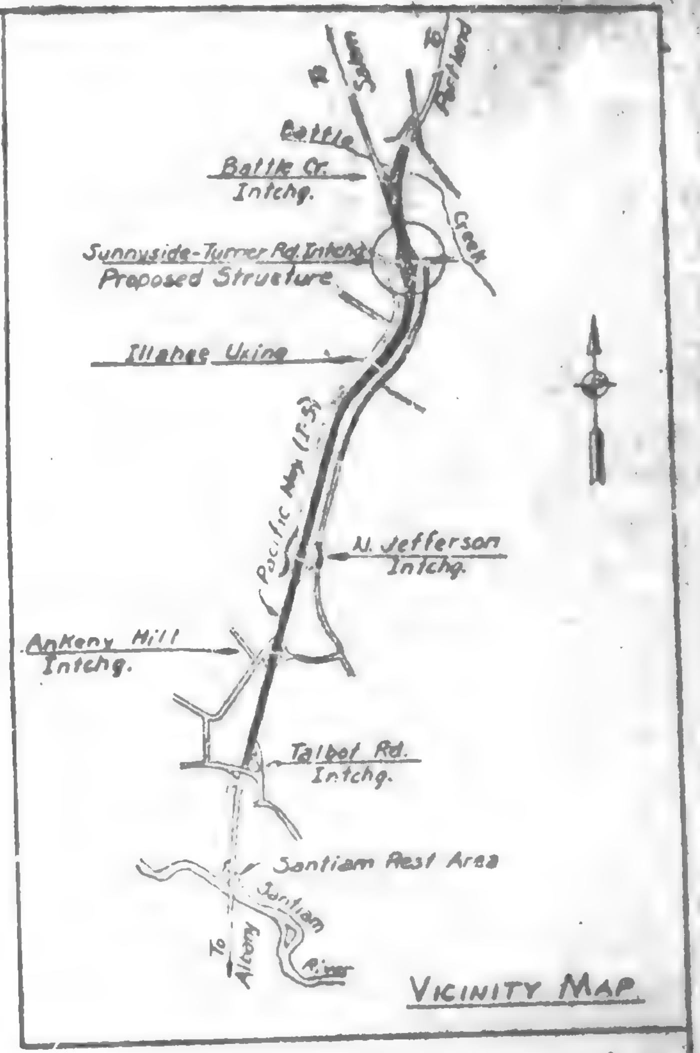
SUNNYSIDE - TURNER
BATTLE CREEK - TALBO
PACIFIC HWY. (I-5)

PRELIMINARY PLAN AN

DATE 1-11-74 BRIDGE NO. 21778

ACCOMPANIED BY DWGS. 29490

DRA


To Salem
To Portland
Battle
Battle Cr. Intchg.
Creek
Sunnyside-Turner Rd. Intchg.
Proposed Structure
Illahee Ukina
Pacific Hwy (I-5)
N. Jefferson Intchg.
Ankeny Hill Intchg.
Talbot Rd. Intchg.
Santiam Rest Area
Santiam River
To Albany

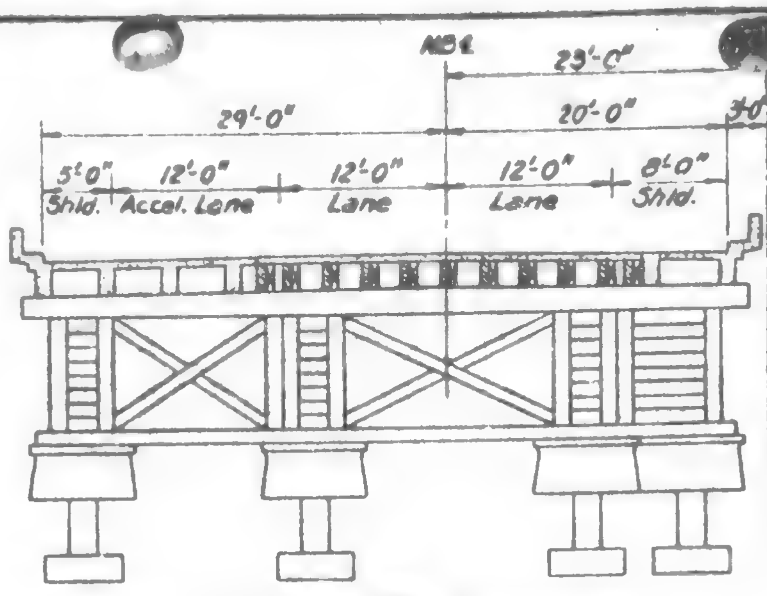
VICINITY MAP

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

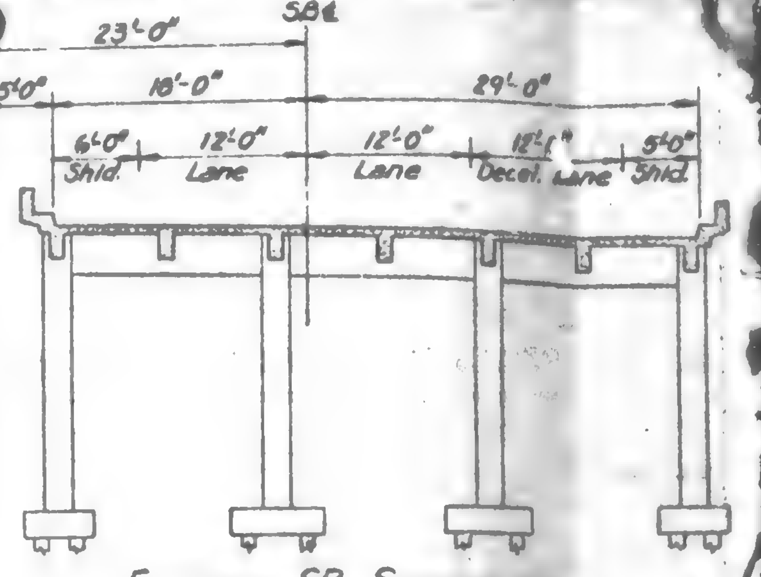
SUNNYSIDE - TURNER RD. INTCHG.
BATTLE CREEK - TALBOT RD. SECTION
PACIFIC HWY. (I-5) MARION CO.

PRELIMINARY PLAN AND ELEVATION

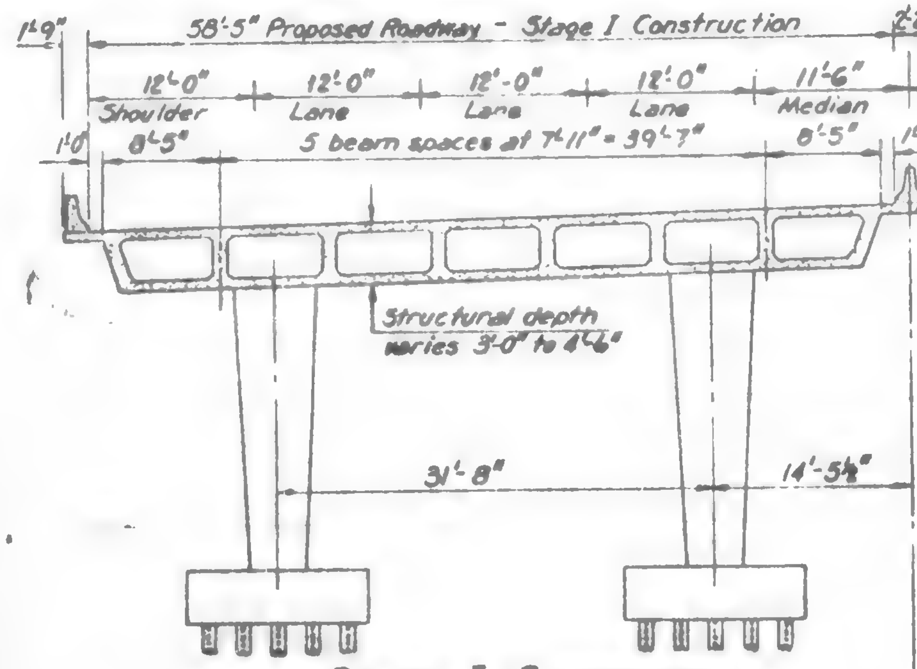
APPROVED
BRIDGE ENGINEER
ASST. STATE HIGHWAY ENGINEER
STATE HIGHWAY ENGINEER
DESIGNED
DRAWN T.J.S
CHECKED
CAL. BOOK
DATE 1-11-74 BRIDGE NO. 2177A
ACCOMPANIED BY DWGS. 29490
SHEET 1 OF 2
DRAWING NO. 29489


NB℄
23'-0"
29'-0"
20'-0"
3'-0"
5'-0"
Shld.
12'-0"
Accel. Lane
12'-0"
Lane
12'-0"
Lane
8'-0"
Shld.

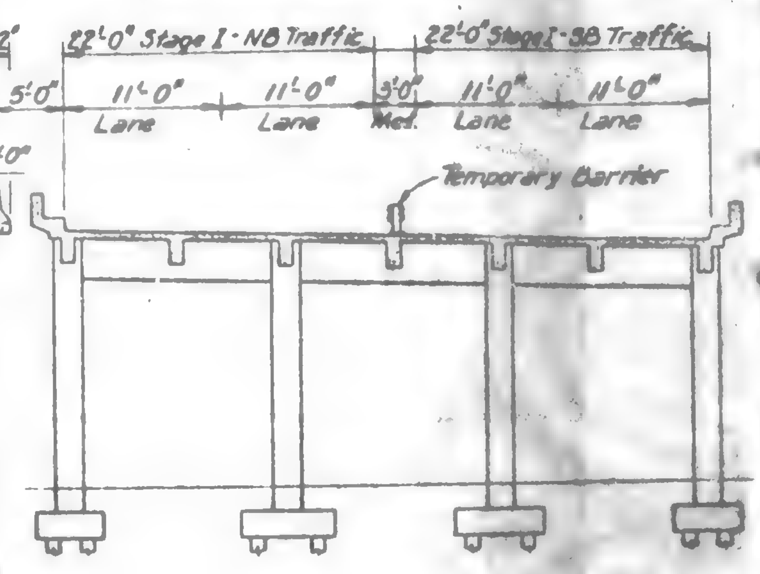
EXISTING NB STRUCTURE


23'-0"
SB℄
5'-0"
18'-0"
29'-0"
6'-0"
Shld.
12'-0"
Lane
12'-0"
Lane
12'-0"
Decel. Lane
5'-0"
Shld.

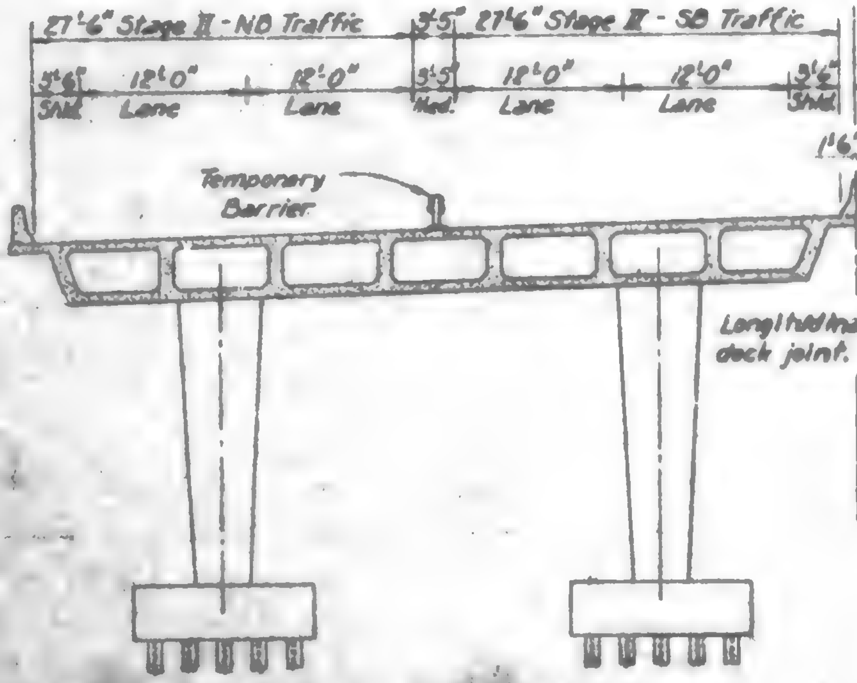
EXISTING SB STRUCTURE


1'-9"
58'-5" Proposed Roadway - Stage I Construction
2'-2"
12'-0"
Shoulder
12'-0"
Lane
12'-0"
Lane
12'-0"
Lane
11'-6"
Median
1'-0"
8'-5"
5 beam spaces at 7'-11" = 39'-7"
8'-5"
1'-0"
Structural depth varies 3'-0" to 4'-6"
31'-8"
14'-5½"

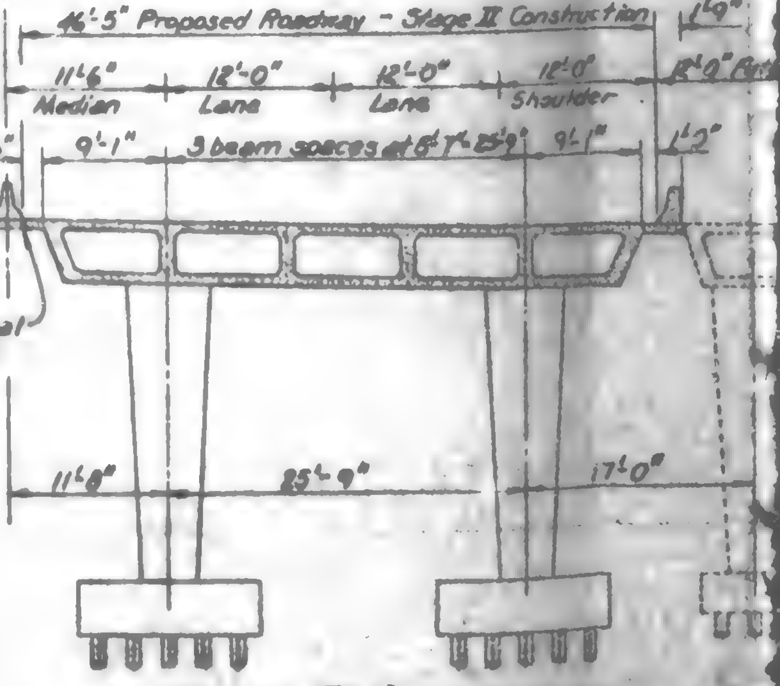
STAGE I CONSTRUCTION


5'-0"
22'-0" Stage I - NB Traffic
22'-0" Stage I - SB Traffic
11'-0"
Lane
11'-0"
Lane
3'-0"
Med.
11'-0"
Lane
11'-0"
Lane
Temporary Barrier

STAGE I TRAFFIC

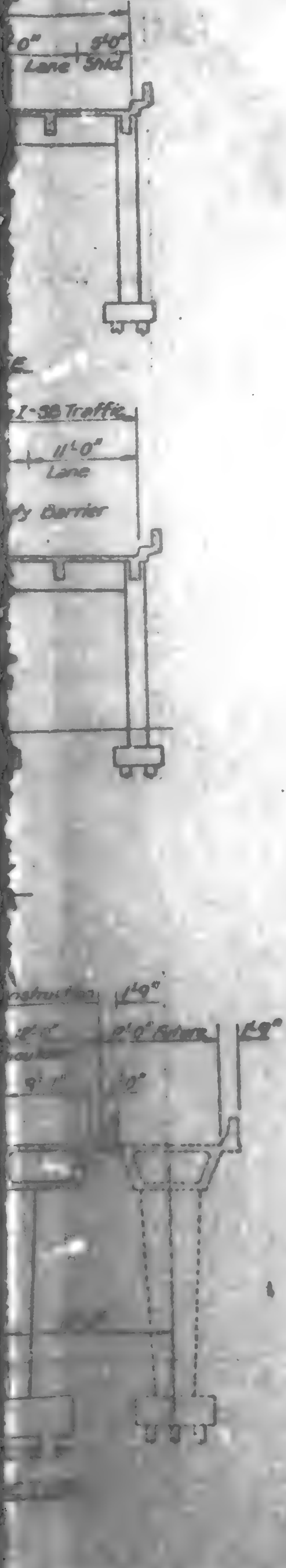

27'-6" Stage II - NB Traffic
3'-5"
27'-6" Stage II - SB Traffic
3'-6"
Shld.
12'-0"
Lane
12'-0"
Lane
3'-5"
Med.
12'-0"
Lane
12'-0"
Lane
3'-6"
Shld.
Temporary Barrier
Longitudinal deck joint.

STAGE II TRAFFIC


46'-5" Proposed Roadway - Stage II Construction
1'-9"
11'-6"
Median
12'-0"
Lane
12'-0"
Lane
12'-0"
Shoulder
12'-0"
1'-6"
9'-1"
3 beam spaces at 8'-7" = 25'-9"
9'-1"
1'-2"
11'-8"
25'-9"
17'-0"

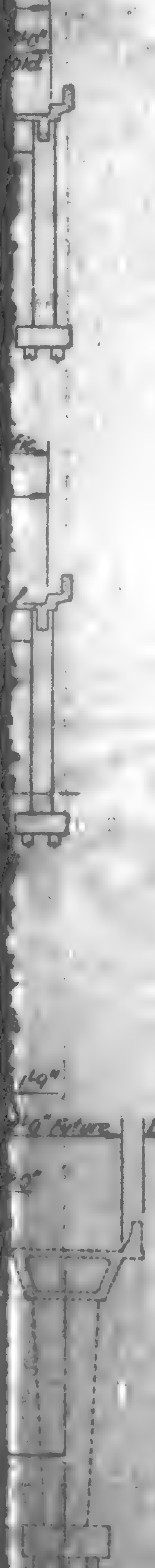
STAGE II CONSTRUCTION

Scale: 1/8" = 1'-0"


0"
9'-0"
Lane
Shld
I-5B Traffic
11'-0"
Lane
fty Barrier
nstruction
1'-9"
2'-0" Future
1'-9"
houlder
9'-1"

APPROVED: BRIDGE ENGINEER	OREGON STATE HIG BRIDGE SE
DESIGNED DRAWN TJS CHECKED REVIEWED REVIEWED CALC. BOOK	SUNNYSIDE - TURNER
	STAGE CONSTR
	DATE 1-11-74 BRIDGE NO. 2177B

DATE	REVISION



APPROVED:

BRIDGE ENGINEER

DESIGNED
DRAWN TJS
CHECKED
REVIEWED
REVIEWED
CALC BOOK

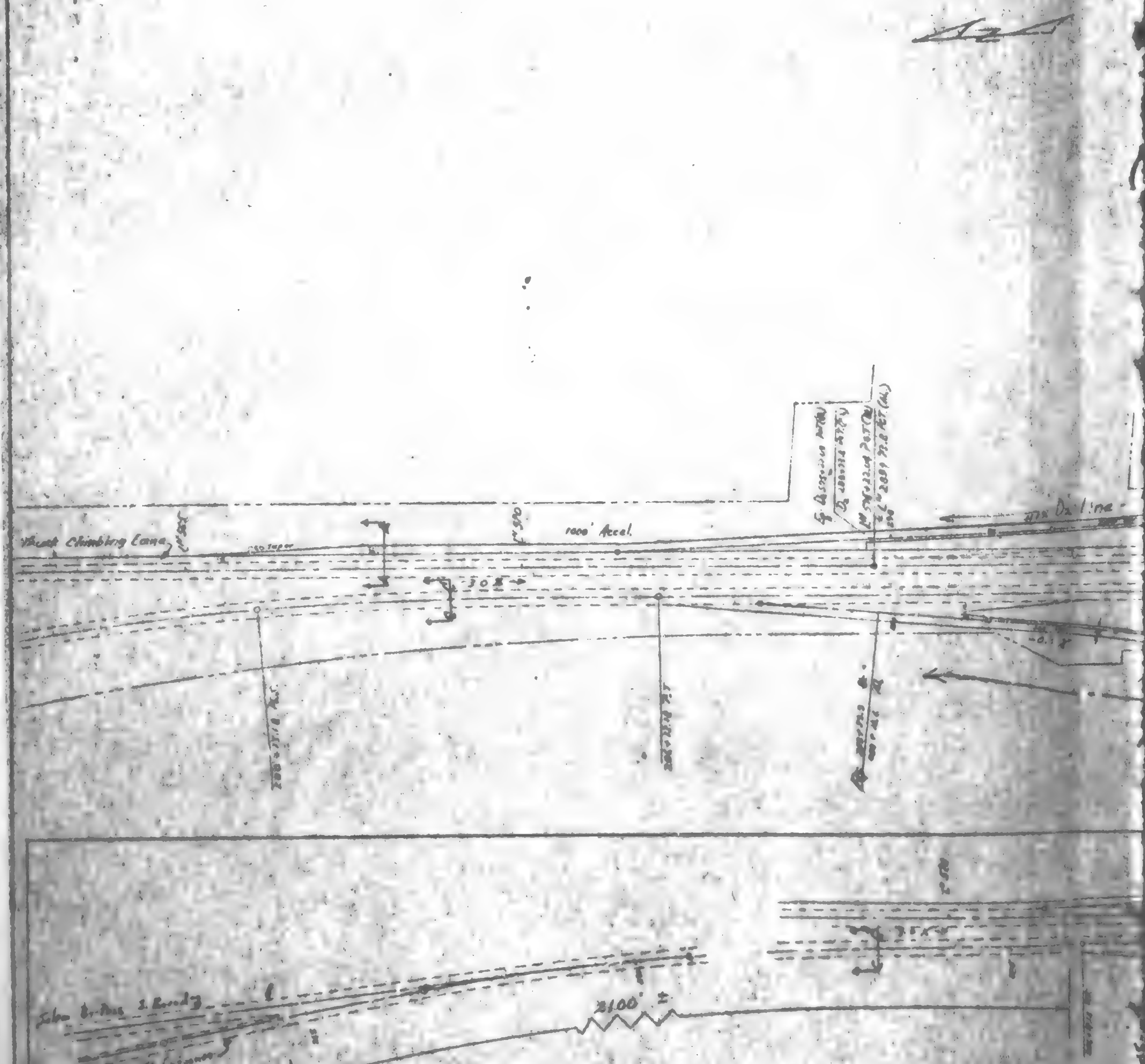
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

SUNNYSIDE - TURNER RD. INTCHG.

STAGE CONSTRUCTION DETAILS

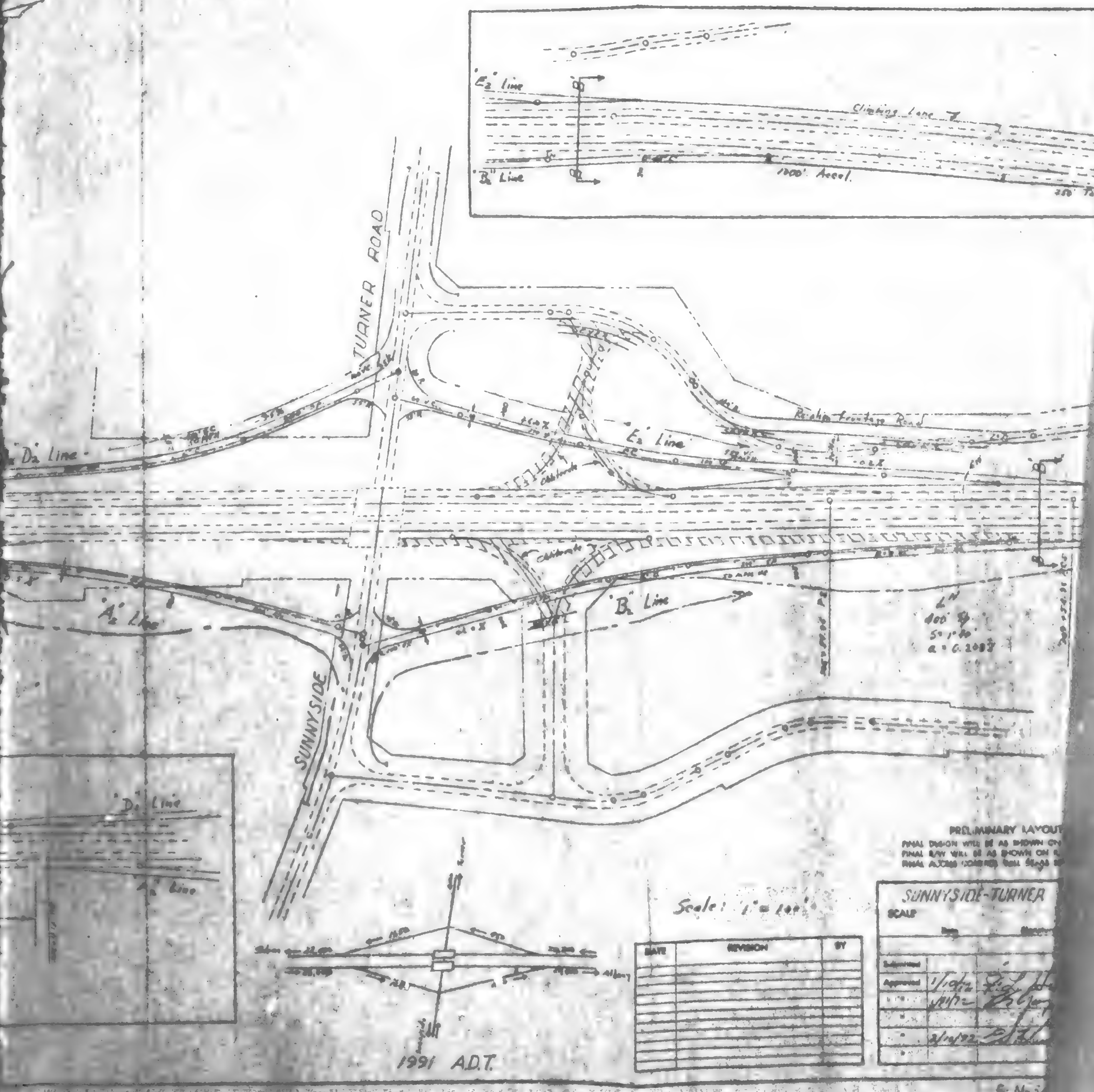
DATE 1-11-74
BRIDGE NO. 2177B
SHEET 2 OF 2
DRAWING NO 29490


Truck Climbing Lane
150 taper
1000' Accel.
Dr. line
2100' ±
Frontal St. Entrance

BATTLECREEK JCT.-HALSEY INTER...
PACIFIC HIGHWAY
MARION COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

Standard Interchange Layout Sheet


"E2" Line
Climbing Lane
"B2" Line
1000' Accel.
TURNER ROAD
"D2" Line
"E2" Line
Frontage Road
"A2" Line
"B2" Line
SUNNYSIDE
"D2" Line
"A2" Line
Salem
Albany
1991 A.D.T.

Scale: 1" = 100'

DATE	REVISION	BY

PRELIMINARY LAYOUT
FINAL DESIGN WILL BE AS SHOWN ON
FINAL R/W WILL BE AS SHOWN ON
FINAL ACCESS CONTROL WILL ...

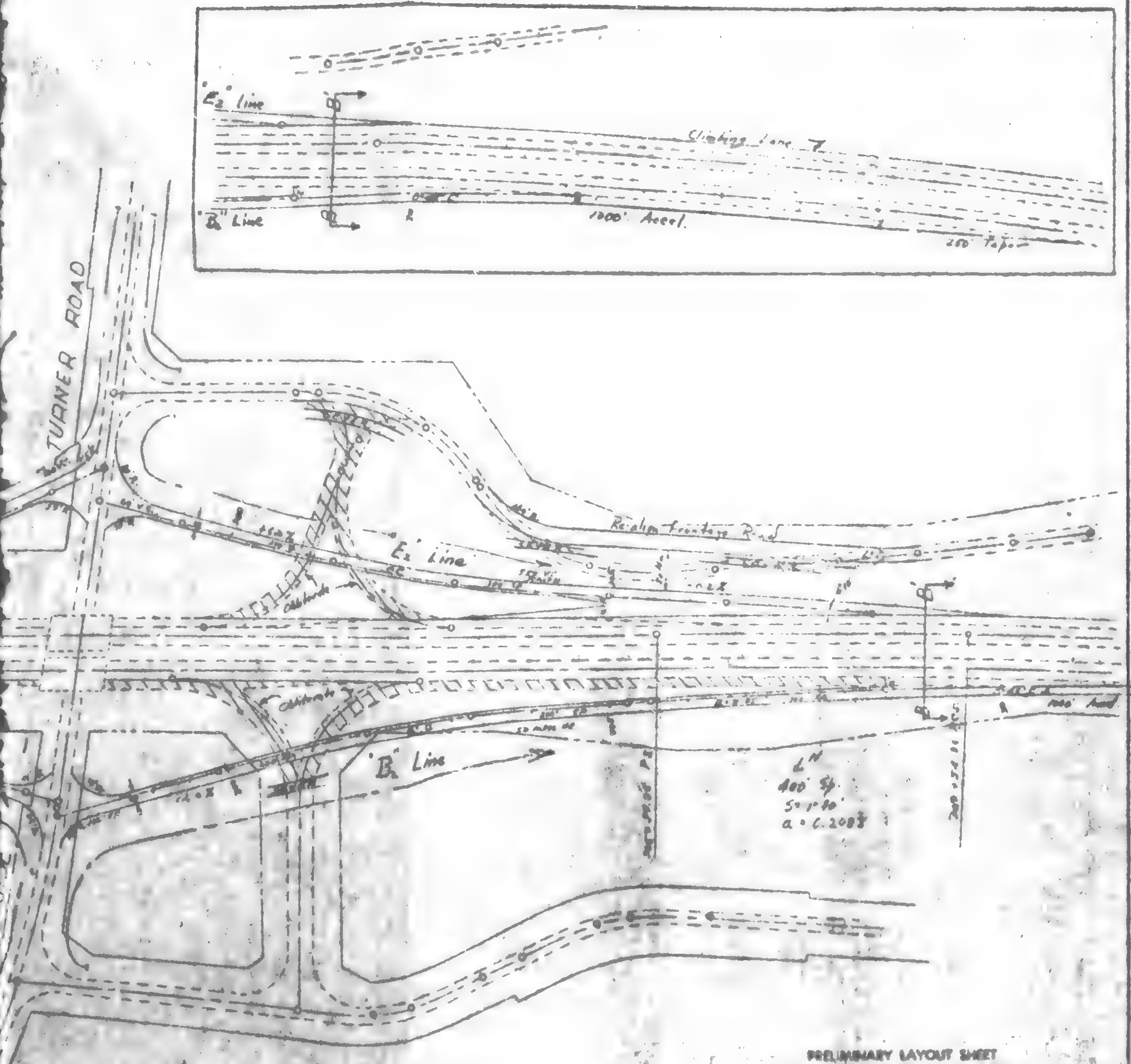
SUNNYSIDE-TURNER
SCALE

Supervised		
Approved	1/19/72	
	1/19/72	
	2/19/72	

S-Nr-54

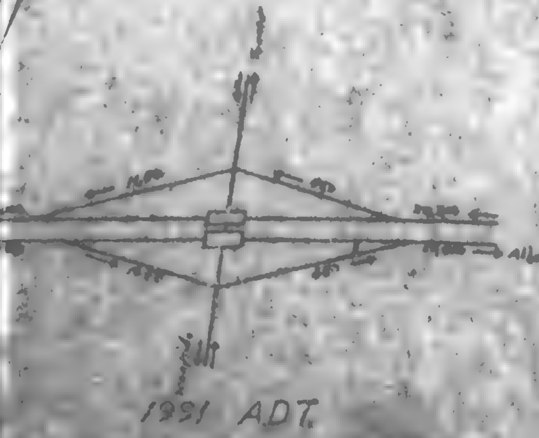
BATTLECREEK JCT.-HALSEY INT. SEC. PACIFIC HIGHWAY MARION COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Standard Interchange Layout Sheet



"E2" Line
Climbing Lane
"B2" Line
1000' Accel.
250' Taper
TURNER ROAD
Relocated Frontage Road
E2 Line
"B2" Line
1000' Accel.

Scale: 1" = 100'



1991 ADT.

DATE	REVISION	BY

PRELIMINARY LAYOUT SHEET
FINAL DESIGN WILL BE AS SHOWN ON CONSTRUCTION PLANS.
FINAL R/W WILL BE AS SHOWN ON R/W MAP.
FINAL ACCESS CONTROL WILL BE AS SPECIFIED IN DEEDS.

SUNNYSIDE-TURNER INTERCHANGE

SCALE MILE POST

Dsg. Checked C.B.

			Designer
Submitted			Prelim. Design Eng'r
Approved	1/10/72		Design Engineer
"			Traffic Engineer
"			Bridge Engineer
"	3/10/72		Asst. Highway Eng'r
"			U.S.B.P.R.

5-N-34

9036

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 20, 1974

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

ORIGINAL SIGNED
FROM WALTER J. HART
Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Sunnyside-Turner Intch. Br. 2177B
Battle Cr.-Talbot Rd. Section
Pacific Highway I-5
Marion County
Your File 10-41.71

Your April 24, 1974 memorandum had several comments regarding our April 16, 1974 submittal to construct a new structure at this location.

The present northbound structure is wide enough for three 12-foot lanes but would have only a 5-foot outside shoulder. The approach roadway will have a 10-foot shoulder with a 2-foot guardrail offset. Your IM-40-2-67 states "The usable width of shoulders designed for Interstate highway roadways between bridges, and the usable widths of shoulders designed for bridges and other structures that carry Interstate highway traffic (through lanes, auxiliary and speed change lanes, turning roadways, ramps, loops, and direct connections) are to be the same to the maximum extent practicable and feasible. This detail of design for continuity of usable width of shoulders is applicable both right and left of the traveled way. Both the HRB Report 81 and the AASHO safety report recommend that the face of the guardrail be set beyond the edge of the shoulder. The recommended distance is from one foot to three feet. It is the intent of this design policy to implement this desirable safety practice and to permit the bridge railing to line up with the approach guardrail. For the purpose of FAI fund participation, the dimension from the edge of the

RECEIVED
MAY 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

traveled way to the face of the guardrail and bridge rail on the right may be up to 12 feet for the usual design conditions, but may be 14 feet if the DHV includes a minimum of 250 trucks per hour. The standard left clearance shall be six feet for four and most six-lane freeways and may be up to 12 feet for eight-lane freeways. (See Figure 1)" The IM also says that narrow openings between parallel bridges with approach medians of 30 feet or less should be covered and the median barrier carried across the bridge.

The roadway underneath not only connects the two ramps but also carries the Sunnyside-Turner Road traffic and connects the frontage roads. The 26-foot horizontal clearance is extremely substandard for the present traffic count of 1,200 ADT. The projected 1994 traffic count of 2,200 ADT could be considerably higher if future development in this area is more than anticipated. There will be left turn movements on each side of the interchange but the volumes are not high enough to require a left turn refuge. In any event the traffic counts call for a minimum of 2-12 foot lanes with 10-foot shoulders which is far more than the 26-foot clearance we will have if the structure is not replaced.

The problems involved at this structure were overlooked in the original plans to upgrade this interchange. We feel that this structure should be wide enough to carry the roadway and full shoulders with a full width deck but do not feel that widening a 35 year old timber structure designed for H 15 loading that shows signs of decay and leaves a completely substandard roadway underneath is an acceptable solution. To fully appreciate the problems an inspection would be desirable. We will be glad to meet with you to go over this location.

Please reconsider our request to construct a new structure at this location.

JMT/ag

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

[illegible]

Form FHWA 121 (Rev. 5-73)

1

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 10, 1974

In reply refer to: 10-41.71

SUBJECT: Oregon Project I-5-4(-)243
Battle Creek - Talbot Road Section
Illahee Undercrossing - #7939A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter, Asst State Highway Engineer

Mr. Hart's April 25 memorandum submitted preliminary plan data for this crossing. We approve the proposed Type IV prestressed beam alternate at this location.

G. L. Green

5-14-74
Copy Hart

NOTED
[illegible]

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 14 '74
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

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MAY 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 25, 1974

NOTED
E. S. HUNTER

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

FROM ORIGINAL SIGNED
WALTER J. HART
Bridge Engineer

RECEIVED
APR 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Illahee Uxing Br. 7939A
Battle Cr.-Talbot Rd. Section
Pacific Highway I-5
Marion County

Enclosed are two prints each of Drawings 29431, 28987, and 29417 which are the preliminary plan and elevation, vicinity map and foundation data sheet for the subject structure. Also enclosed is the foundation recommendation.

The reconstruction of this bridge is necessary because of the additional northbound lane being added on this project. The length was established to span the three northbound lanes and two present plus one future southbound lanes. The elevation was established to provide 17-foot vertical clearance. The 32-foot roadway width is in accordance with our current standards for the 1974 traffic count of 320 ADT and a projected 1994 count of 650 ADT. The alignment is in accordance with the requirements established for this project.

Three alternate types of structures were studied for this location. A two-span steel beam superstructure is estimated to cost $447,000 and a two-span prestressed box beam estimated to cost $411,000 were studied. The third alternate, which is our proposal, is a two-span type IV prestress beam with a cast-in-place deck and a short reinforced concrete box girder section at the center bent. The beams will be set on a ledge at the end of the RCBG section and reinforcing steel placed in the deck to make the bridge continuous for live load.

The estimated cost of our propoal is $390,000. All the estimates are based on approximate quantities and include an allowance for engineer and contingencies.

This is being sent to you as a preliminary submittal for your approval.

JMT/ag

cc E. S. Hunter
L. W. Rullen
V. E. Skoog

9036

Form FHWA 121 (Rev. 5-73)

1

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 3, 1974

In reply refer to: 10-41-B

SUBJECT: Oregon Project I-5-5(-)245
Illahee Hill Section
Safety Overlay
(Mr. Terpin's 3-13-74 ltr)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. J. H. Versteeg

NOTED
E. S. HUNTER

cc Versteeg
Moehring - for
info and patching
Ed H
5-9-74

Mr. Terpin's letter concerning the overlay proposal has been reviewed. This area has been the subject of considerable investigation for a number of years.

At this time it would appear that the placement of the warning sign would be appropriate. Also, it is our suggestion that any pavement distortion patching that is immediately necessary be accomplished by maintenance crews with major pavement corrective work being included in the future pavement overlay and truck climbing lane project.

p G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
MAY 6 '74
REFER TO
Hunter cy Coulter
5-8-74
FOR

Info	Answ	R/D	Dir	Sign	Act	File
					✓	

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MAY 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 24, 1973
In reply refer to: 10-41.71

SUBJECT: Oregon Project I-5-4(-)243
Sunnyside-Turner Road Interchange
Battle Creek - Talbot Road Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's April 16 memorandum submitted preliminary plans for constructing a new interchange structure in conjunction with the other work proposed at this location. Reasons cited for the need of a new structure include more width on the northbound structure to carry the new climbing lane, removal of the open median between the existing structures, some rot in the substructure, and inadequate horizontal clearance for the road beneath the structure.

The existing structures presently accommodate extra acceleration and deceleration lanes. The present NB structure has a 49-foot roadway which carries three 12-foot lanes leaving 8-foot and 5-foot shoulders. We believe this width is sufficient for use with the new roadway. The SB structure has a 47-foot roadway which will provide extra width for the new cross-section.

The opening between the existing bridges is not good, but it is only 5 - 6' wide and will be protected by the median rail.

Some rot in the substructure is a maintenance concern.

The horizontal clearance for the crossroad is less than desired. However, the crossroad connects two ramps of the interchange and traffic does not move fast in this area.

It was our understanding that the plan to upgrade the interchange intended that the existing structure would be incorporated into the work.

(more)

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ST. HWY ENGR
APR 26 '74
REFER TO
[illegible]
FOR
Info | File

Orig –

In view of the above, reconstruction of the Sunnyside-Turner Road Interchange structure is not eligible for Federal Interstate fund participation.

G. L. Green

9036

Cm
9.56
Ap

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 16, 1974

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration

NOTED
E. S. HUNTER

WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

SUBJECT Sunnyside-Turner Rd. Intch. Br. 2177B
Battle Cr.-Talbot Rd. Section
Pacific Highway, I-5
Marion County

Enclosed are two prints each of Drawings 29489, 29490, 5820, and 11777 which are the preliminary plan and elevation, stage construction drawing, the plan and elevation of the original structure and the plan and elevation of the previous widening for the subject structure. Also enclosed are two prints of the geometric and two copies of the most recent traffic counts for this interchange.

At present there are two separate structures at this location. The structure carrying the northbound lanes was designed for HS 15 loading and has timber stringers with a cast-in-place concrete deck and timber columns on concrete pedestals. Borings show some decay in the timbers. This structure was widened in 1955 with cast-in-place concrete construction for the beams and deck with timber columns on concrete pedestals for the substructure. The southbound structure designed for HS 20 loading was built in 1955 and is a reinforced concrete structure with concrete columns supported by timber piles. The widening and southbound structure was built using 1954 interstate funds - Project IN - 176(10).

As shown on Drawing 29489 the northbound structure does not have sufficient width to carry the additional lane and a full shoulder and would have to be widened. The area between the structures should be filled in by widening one of the structures.

The horizontal clearance for the roadway underneath is 26 feet. The present traffic count under this structure is 1200 ADT with a 1994 projection of 2200 ADT. This figure could be considerably higher if future development in this area is greater than anticipated. This calls for two 12-foot lanes and 10-foot shoulders according to our present standards.

Because widening of the existing structures would leave an extremely substandard roadway section underneath, we propose to build a new structure at this location.

The alignment, elevation, and roadway width are in accordance with the requirements established for this project. The length was established to provide for a two-lane roadway with 10-foot shoulders, 10-foot rock slopes and 2 to 1 side slopes for the roadway underneath. An analysis of the left turn movements indicated that a left-turn refuge was not needed.

Several alternates were studied for this location and the proposed cast-in-place concrete box girder is considered to be the best overall answer considering cost and depth of superstructure. We attempted to get as shallow a structure as possible to keep from lowering the roadway grade unerneath any more than necessary to provide 17 feet of horizontal clearance. The estimated cost of the proposed structure, based on approximate quantities and including an allowance for engineering and contingencies, is $675,000.

The alternates studied were a single-span Type IV prestressed beam superstructure with an estimated cost of $715,000, a three-span Type III prestressed beam superstructure with an estimated cost of $680,000 and a three-span cast-in-place slab superstructure with an estimated cost of $739,000.

The foundation report is not complete on this structure and will be forwarded at a future date. From the information on the existing structure, prestressed concrete piling would be appropriate.

This is being sent to you as a preliminary submittal for your approval.

JMT:dh
Enclosures

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

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APR 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

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NOTED
H. S. COULTER

RECEIVED
MAR 14 1974
Office of
Assistant State Highway Engineer

March 13, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Safety Overlay
Illahee Hill Section
Pacific Highway
Marion County

Dear Mr. Green:

As a result of evidence indicating a higher than average accident rate on the subject project further studies were made.

Based on the data obtained in these studies the Oregon Highway Division proposes to construct an overlay to eliminate the pavement distortion in the southbound lanes between Station 389+50 and Station 443+00, install a warning sign on the Illahee undercrossing structure and hereby requests FHWA participation with Interstate funding.

The accident record for the subject section for the period of January 1968 to May 1973 is 2.05 accidents per million vehicle miles, approximately double the statewide average for rural freeway sections. The record includes two fatal, nine non-fatal and twenty-two property damaged accidents in which two persons were killed and nineteen persons were injured during the reported period. Copies of the report are attached.

At the request of Paul Riedl, FHWA Area Engineer, a three-line profile was taken at the pavement edges and at the centerline of southbound lanes. When these points are plotted as cross-sections of the pavement considerable distortion of the pavement is seen.

A statement by William R. Fretwell, Regional Geologist, copy attached, indicates the condition of the pavement surfacing and its distortion is due in part to under design and also due to water infiltrating the subgrade (a condition not evident at the time of construction and, therefore, no provision made to correct it).

The sign installation is recommended by Regional Traffic Engineer Richard Kuehn as a warning to motorists of the existence of the hill and accompanying increase of speed on the down grade. The proposed sign is W7-1 of the MUTCD.

The estimate of cost for the project as outlined is $102,500, copies of which are attached.

May we please have your approval for this safety project.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

FET:we
Attachments
bc: M. S. Coulter
G. W. Wimer
C. T. Keasey

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of ____ Sheets

ection [illegible] Unit [illegible]
ighway Pacific County [illegible] Prefix ____
ength [illegible] Designer [illegible] Draftsman ____ Date 3-12-74
igned ____ Title ____

Grading & Drainage	$ —
Surfacing	$ 81,206
Extra Work	

Temp. P.T. & Directions	$ 4,000 00
The item is Figured That the project is only of a short Duration. (one week)	
Signs (By State Forces)	200 00

Total Extra Work	$ 4,200 00
TOTAL	$ 85,406 00
+ 20% Engineering and Contingencies	$ 17,081 00
Structures	
	$
Total Structures	$
Right of Way	$
Total Estimated Cost	$ 102487 00

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of ____ Sheets

ection Battle Creek - Talbot Section Unit Illahee Hill
ighway Pacific County [illegible] Prefix ____
ength 1.03 Designer Lee Draftsman ____ Date 3-12-74

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Prot. & Direction	All					4,000.00
Class "C" Asph Conc	Ton	4400			16.00	70,400.00
Asphalt Cement In Mixture	Ton	256	(Included with AC Cost)		110.00	—
Asphalt In Tack Coat	Ton	4			135.00	540.00
Aggregate Slide Material	C.Y.	327			8.00	2616.00
Removal of Guard Rail	Lin. Ft.	900			1.00	900.00
Type 2A Guard Rail	Lin Ft	900			7.50	6,750.00

Total 85,206.00

Form E-49

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 3 SHEETS

I 5 MP 245.83 – MP 246.84

* Dark Accidents - S Bd Accidents

Year	New MP.	Old M.P.	Date	Type Collision	Surface	Fatal	Non Fatal	Prop. Dam.	K.	I
1968	245.89	55.53	12-68-8A	H.O.	snowy			1		
	246.01	55.40	9-68-6P	RE	Dry		1			2
	246.01	55.40	8-68-9A	FO	wet		1			3
	246.19	55.22	*12-68-10P	SSO	Icy			1		
	246.59	54.82	5-68-11A	FO	Dry			1		
5	TOTAL						2	3		5
1969	245.92	55.50	8-69-9A	NC	Dry			1		
	246.10	55.31	8-69-4P	RE	Dry			1		
	246.41	55.00	*12-69-0C	FO	wet			1		
	246.41	55.00	10-69-9A	NC	wet			1		
4	Total							4		
1970	245.82	55.60	*10-70-5A	NC	wet		1			1
	245.88	55.54	6-70-7A	NC	Dry		1			2
	245.99	55.43	*12-70-2Am	RE	Icy			1		
	246.05	55.35	*2-70-11P	SSO	Dry			1		
	246.16	55.25	*7-70-2Am	SSO	Dry			1		
	246.19	55.22	12-70-1P	FO	wet			1		
	246.41	55.00	*2-70-6A	NC	wet			1		
	246.81	54.60	*11-70-11P	NC	wet		1			1
8	Total						3	5		4

Form E-49

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 2 OF 3 SHEETS

I-5 MP 245.83 - MP 246.84

* Dark Accidents - S. Bd. Accidents

Year	New M.P.	Old M.P.	Date	Type Collision	Surface	Fatal	Non. Fatal	Prop Dam.	K.	I
1971	245.89	55.53	9-71-9A	NC	Dry			1		
	245.92	55.50	9-71-10A	NC.	Dry		1			2
	245.92	55.50	1-71-2P	FO	Icy			1		
	245.94	55.48	9-71-10A	NC	Dry			1		
	246.01	55.40	9-71-11A	NC	Dry			1		
	246.11	55.30	2-71-5P*	SSO	Snowy			1		
	246.19	55.22	5-71-6A	FO	Wet			1		
7	Total						1	6		2
1972	246.00		1-72-11A	FO	Dry			1		
	246.00		2-72-2A*	NC	Dry		1			1
	246.00		9-72-11P*	NC	Dry	1			1	3
	246.10		7-72-3P	FO	Dry	1			1	2
	246.33		4-72-1A*	FO	Icy		1			1
5	Total					2	2	1	2	7
	Fatal		MP 246.00	S. Bd.	Car and Trailer					
	Clear		1-K 10:10PM		Lost Controll			Ran		
	Dry Dark		3 I	9-1-72	off Road					
	Fatal		MP 246.10		S. Bd Car lost Controll					
	Clear		1K 2.20P.M.		Struck Center Median and					
	Dry Light		2 I 7-27-72		over into N Bd Lanes					

Form E-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 3 OF 3 SHEETS

I-5 MP 245.85 - MP 246.84

* Dark Accidents - S. Bd Accidents

Year	New M.P	Old MP.	Date	Type Collision	Surface	Fatal	Non Fatal	Prop Dam.	K	I
1973	245.80		1-73-9A	RE	Icy			1		
	246.10		2-73-8P *	SSO	Dry		1			1
	246.10		1-73-4P	FO	Dry			1		
	246.33		2-73-8P *	RE	Dry			1		
4	Total						1	3		1
33	Grand Total					2	9	22	2	19

FORM F-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 11, 1973

TO C. O. Fredrickson, REGION ENGINEER
Attn: G. W. Wimer

William R. Fretwell

FROM William R. Fretwell
REGION GEOLOGIST

SUBJECT Spot Safety Project
Illahee Hill, Southbound
Sta 389+50 - 443+00

At the request of Hal Versteeg, I made the investigation relative to the above-mentioned project. I found the surface conditions of the existing pavement to be quite bad. The pavement is broken and cracked in several places, and some distortion is evident. I checked on the past roadbed testing that was done by the Construction Department several years ago, and found that the base rock is dirty, the sub-grade is wet and the deflections were high wich also indicates a spongy sub-grade. Based on my findings, I feel that a relatively high percentage of the base rock that was used in construction was of poor quality. This, combined with the water that is seeping through the sub-grade, has produced an accelerated deterioration of the base rock, which in turn caused the cracking and breaking of the surfacing. It should also be noted that by present-day standards this section is very much under-designed.

WRF:lb

cc: J. H. Versteeg ✓

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout 4

RECEIVED
SEP 12 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ~~9-25-73~~ 10-2-73
Other

9036

June 8, 1973

Mr. Steve Brooks
5770 Commercial Street, S. E.
Salem, OR 97302

Dear Mr. Brooks:

We are pleased to be able to tell you that the Federal Highway Administration has approved our request to eliminate the left-hand off-ramp to Commercial Street and to provide a right-hand exit on the Battle Creek-Talbot Road Section of Interstate 5.

We are proceeding with the redesign of this interchange and it will be included as a part of the proposed construction project.

The Highway Division greatly appreciates the support it has received from you and other citizens in the Salem area for this needed safety project.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

bc C. W. Head
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
R. E. Royer
J. H. Versteeg
C. O. Fredrickson

* Mr. Steve Brooks
** 5770 Commercial Street, S. E.
*** Salem, OR 97302

(SAME LETTER SENT THE FOLLOWING:)

Mrs. Klare Wollander
** Route 1, Box 83
**** Jefferson, OR 97352

Mrs. C. W. Enos
** Route 1, Box 70A
Jefferson, OR 97352

Mrs. Donald J. McAtee
** Route 1, Box 70
Jefferson, OR 97352

Mr. and Mrs. Sol Taylor
** 1692 Delaney Road, S. E.
Salem, OR 97302

Mr. and Mrs. Ralph W. G. Wyckoff
* Route 1, Box 613
** Turner, OR 97392

South Commercial Street Property Owners Association
* c/o Mr. Virgil Miller
**** President, Specialized Woodworking
5498 Commercial Street, S. E.
Salem, OR 97302

Mr. Paul Johanson
* 1065 Barnes Road, S. E.
Salem, OR

The Honorable Robert E. Lindsey
* Mayor, City of Salem
** City Hall
555 Liberty Street, S. E.
Salem, OR 97301

---

*Made statement at public hearing
**Wrote letter
***Appeared at Commission meeting
**** Submitted petition.

17036

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 7, 1973

In reply refer to: 10-35-DB

SUBJECT: Oregon Project I-5-4(-)243
Battle Creek-Talbot Road Section
Left-hand Off Ramp
(Battle Creek Interchange)

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attn: Mr. E. S. Hunter

Your letter of May 7, 1973 concerning the above mentioned project has been reviewed.

All the factors involved have been considered and we concur that the proposed revision is a justifiable safety improvement. Accordingly the revision from the left-hand exit at Battle Creek Interchange to a right-hand exit and extension of the climbing lane past the exit are approved for construction as a safety impovement project with FAI funds.

Consideration should be given to include this reconstruction in the Talbot Road to Battle Creek Interchange project.

G. L. Green
G. L. Green

RECEIVED
STATE HWY ENGR
JUN 11 '73
REFER TO
Hunter + AA
Info Act File

6-12-73
Copy to adrian Olson

NOTED
E. S. HUNTER

CC Elouney
Westberg
Fredrickson
Wolfe

NOTED
A. E. JOHNSON

RECEIVED
JUN 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Cor.
I-5, E
[illegible]
Talbot Rd.

May 7, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Battle Creek-Talbot Road Section
Pacific Highway
Marion County

A Corridor-Design public hearing was held on March 8, 1973, covering a safety revision to the Battle Creek-Talbot Road Section of the Pacific Highway.

Almost to a man the remarks at the hearing concern the desire to revise the northbound Battle Creek left-hand exit to a right-hand off. The Mayor of Salem added his support to the requests as has the State Traffic Safety Commission. Attached for your information is a copy of the hearing transcript.

Along with the right-hand exit it is felt the previously approved climbing lane should be extended northerly continuing through the proposed right-hand off and ending on the down grade just short of the proposed new ramp structure. The following data is offered in support of this proposal.

The climbing lane was originally ended within the Sunnyside-Turner Interchange not only because it could be justified to that point but more so because it was felt the slow moving vehicles would require the resulting distance to weave to the left-hand exit to Salem, should they desire to do so. If the Salem exit is revised to a right-hand off, this reasoning is no longer valid.

The proposed climbing lane extension northerly cannot be justified in the normal manner; however, if the climbing lane is ended at the presently approved location, the freeway at that point will be operating at a level of service "D". With the extension the level of service will increase to "B". On a high speed, rural freeway of this nature it is felt a level of service "D" cannot be tolerated. For all around operational characteristics it appears mandatory to extend the climbing lane past the proposed right-hand exit at Battle Creek.

In support of the proposed right-hand exit to Salem we offer the following:

Attached are three copies of an accident diagram covering the area from the existing left-hand off ramp to the Sunnyside-Turner structure. It is our opinion that practically all of these accidents are a result of either the left-hand off or the signing which directs this move.

Sometime in 1971 the signing was revised on this section in an attempt to alleviate the accidents. At the time it was felt by both your office and ours that possibly this would rectify a hazardous situation at small cost. It appears from the accident statistics that such was not the case. This section has an accident rate of 5.67 compared to an average rate of 1.05. This is the fifth highest rate of all sections of I-5 and the highest outside the City of Portland.

No alternate proposal has been considered since the previous signing revision was considered the only other possibility and it did not prove to be adequate.

It is estimated that the right-hand exit ramp will cost approximately $470,000 to construct and the climbing lane extension about $170,000. With the number of accidents recorded in the area it would be only a short time before the benefits in savings of lives and property damage would return the investment. It is the consensus that our proposed revision should eliminate nearly all the difficulties on this section of highway.

With the advent of the present safety project in the area there is no better time to alleviate this hazardous situation.

Mr. Glen L. Green
May 7, 1973
Page Three

Attached are three prints of the proposed preliminary layout sheet of the latest proposal. Your approval of this addition to the present safety project is requested for construction with safety funds.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

DNS:jh/ESH:jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
C. O. Fredrickson

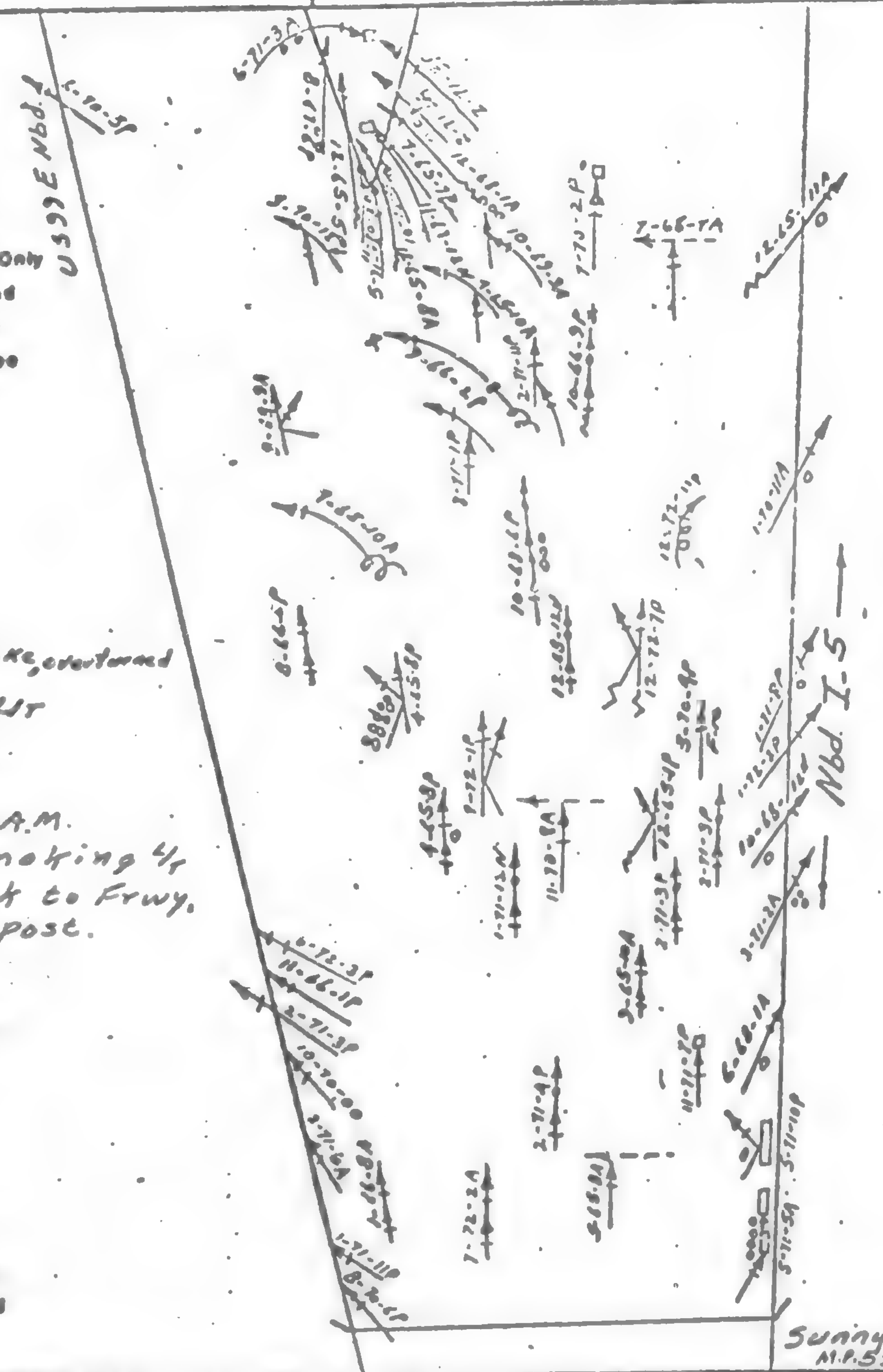
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

South ~~City~~ of Salem County Marion
Intersection of Pacific Hwy. and Nbd. Salem Exit to Sunnyside - Turner O-xing
Highway Number 1(I5) and 1E(US 99E) M.P.52.25 N to M.P.
Period Covered 1-1-6 to 12-31-72
Compiled by Bc. H. Drawn by Date ~~12-1-70~~ 3-11-73

LEGEND

● Person Killed
←- - - Pedestrian Killed
○ Person Injured
←- - - Pedestrian Injured
←—— Property Damage Only
←→ Collision - Rear-end
→← Collision - Head-on
⇉ Collision - Sideswipe



Sunnyside-Turner o-xing
M.P.53.00

1971 Accident Rate
5.67

1971 Statewide Average
Rate 1.05

x - Trailer conn. broke, overturned
x - Stopped prior to L/T

Fatal: M.P.52.25
Clear 6-15-71
Dry 2K 2:40 A.M.
Dark Nbd. car making L/T
Turned back to Frwy.
Hit sign post.

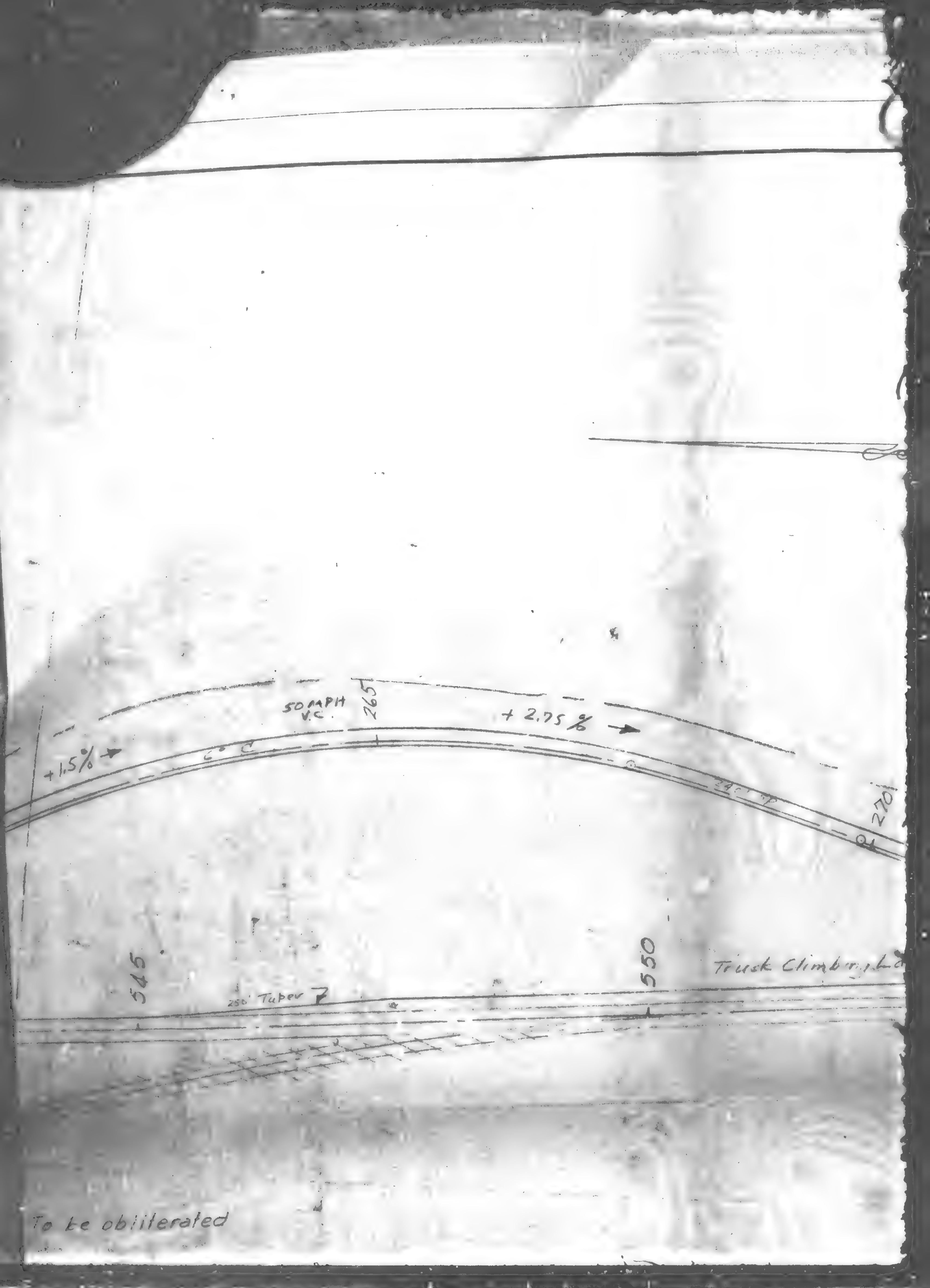
←- - - Path of Pedestrian
←—— Path of Vehicle
←- - - Path of Animal
←—— Vehicle Moving
←—— Vehicle Stopped
—→ Vehicle Backing
▭ Properly Parked
▭ Improperly Parked
←—— Vehicle Overturned
←∿∿ Vehicle Skidded

Collision Type	1965-1966				1967-1968				5 Mos. 1969-1970				1971-1972				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		1	4	5		1	1	2			1	1		1	5	6		3	11	14
Sideswipe		1	1	2			1	1						1	2	3		2	4	6
Turning Movement	—		1	1							1	1			2	2			4	4
Parking																				
Non-collision		1	4	5		2		2		1	2	3		4	3	7		8	9	17
Fixed Object			2	2		2	1	3			3	3	1		5	6	1	2	11	14
Pedestrian																				
Backing																				
Misc.			1	1			1	1											2	2
TOTAL		3	13	16		5	4	9		1	7	8	1	6	17	24	1	15	41	57

Form E-261-6-70

N. Santiam Interchange
3 mi.
535
75

535
540
50 MPH V.C.
260
26'
270'± Str
25.5
16'
5½
23
24


50 MPH
V.C.
265
+1.5% →
+ 2.75% →
270
545
550
250' Taper
Truck Climbing La
To be obliterated

BATTLE CR-HALSEY
SECTION
INTERSTATE 5, PACIF

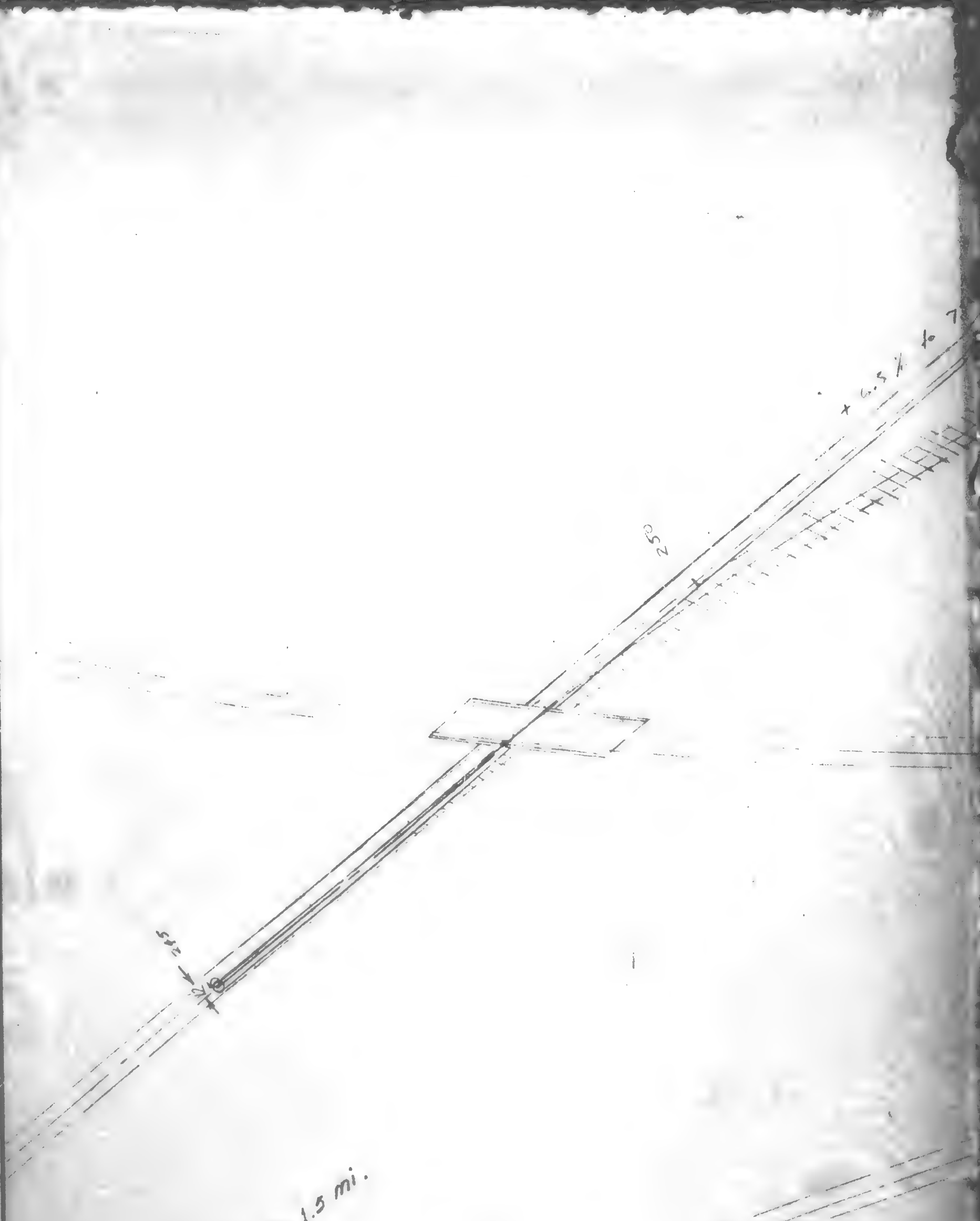
FED. ROAD Div. No.	STATE
8	OREGON

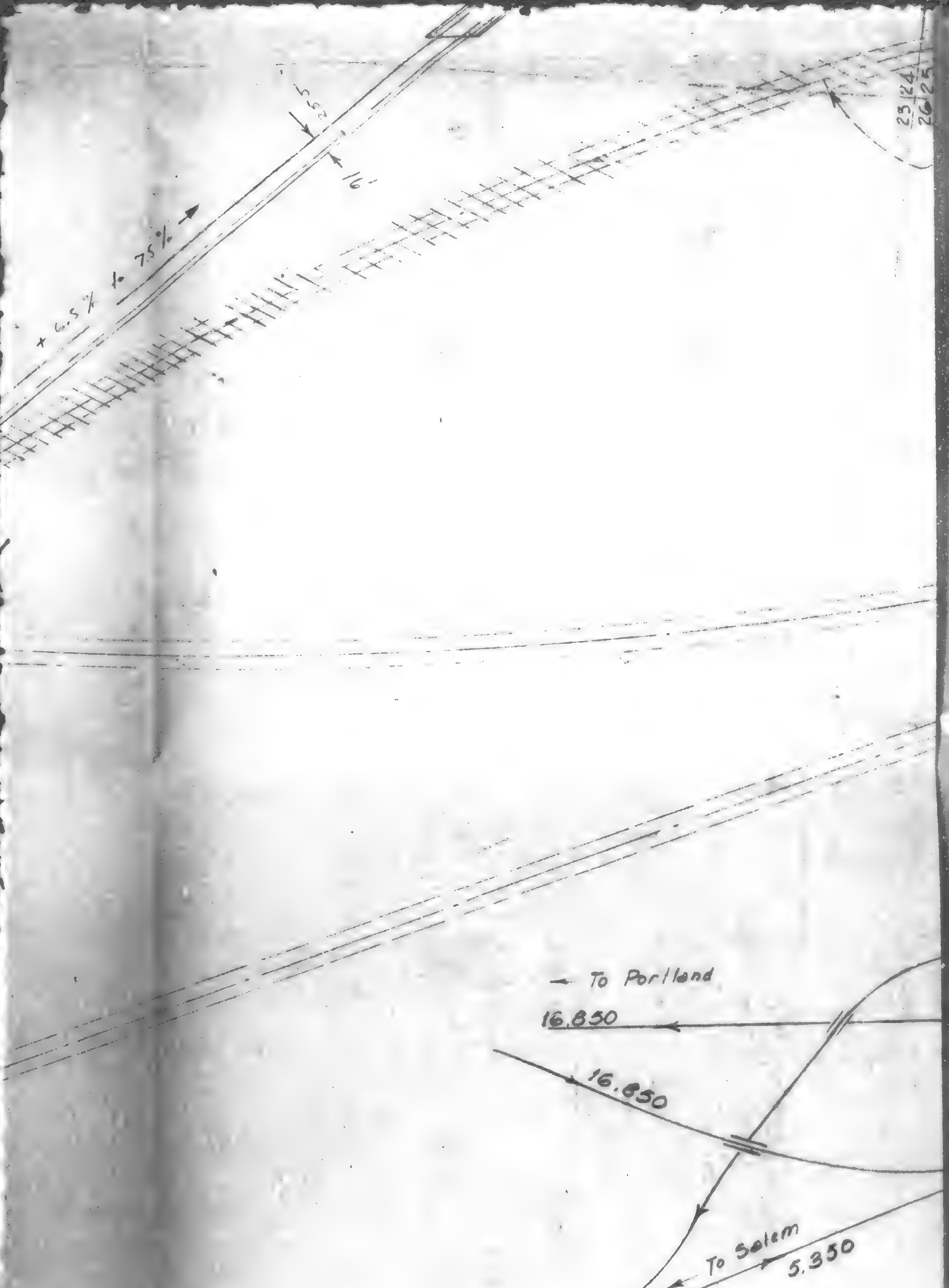
Standard Interchang

Lane
200' SP
535
275
560
500
560 ± East of Vert Curve

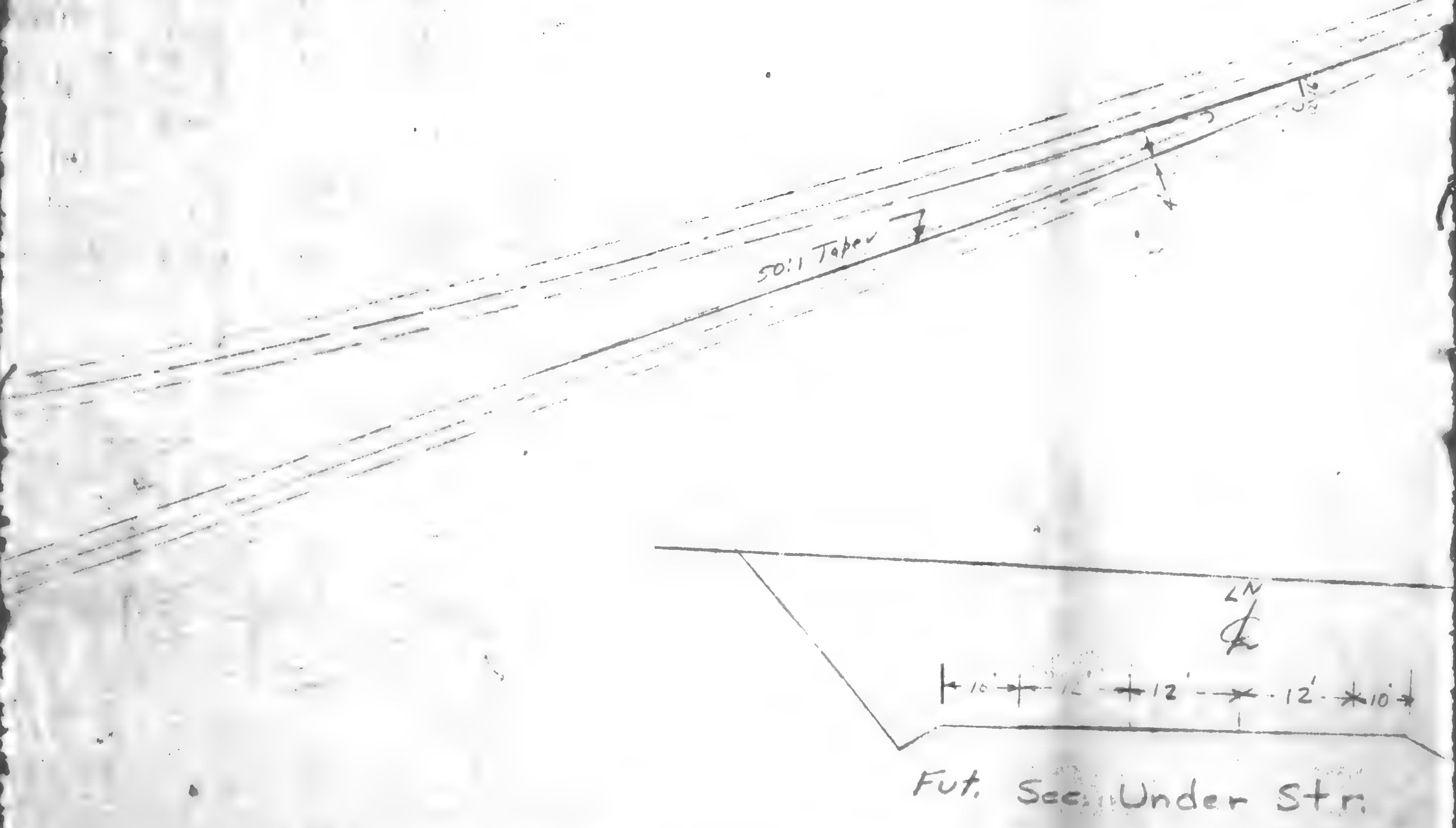
[illegible] - HALSEY INTERCHANGE SECTION [illegible]				SHEET No.
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

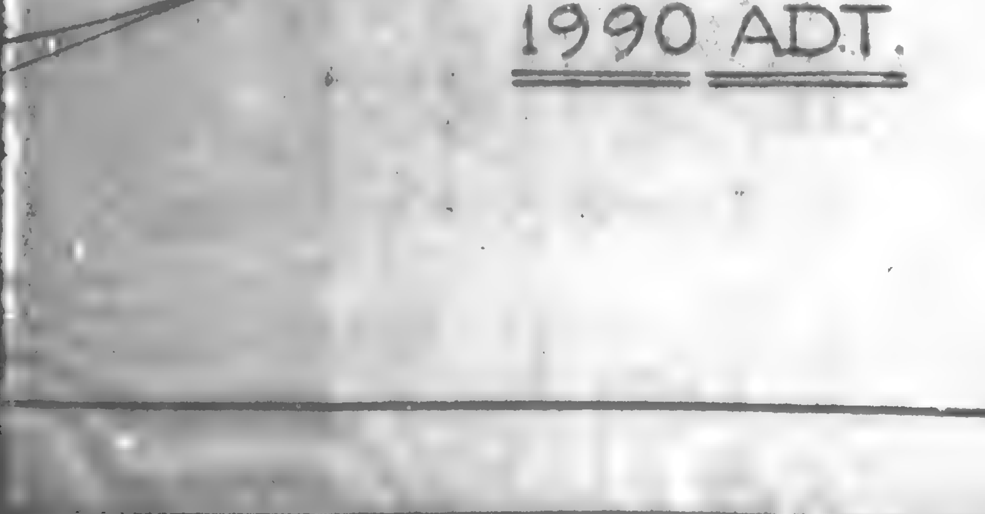
Standard Interchange Layout Sheet


+ 6.5% to 7
Salem 1.5 mi.

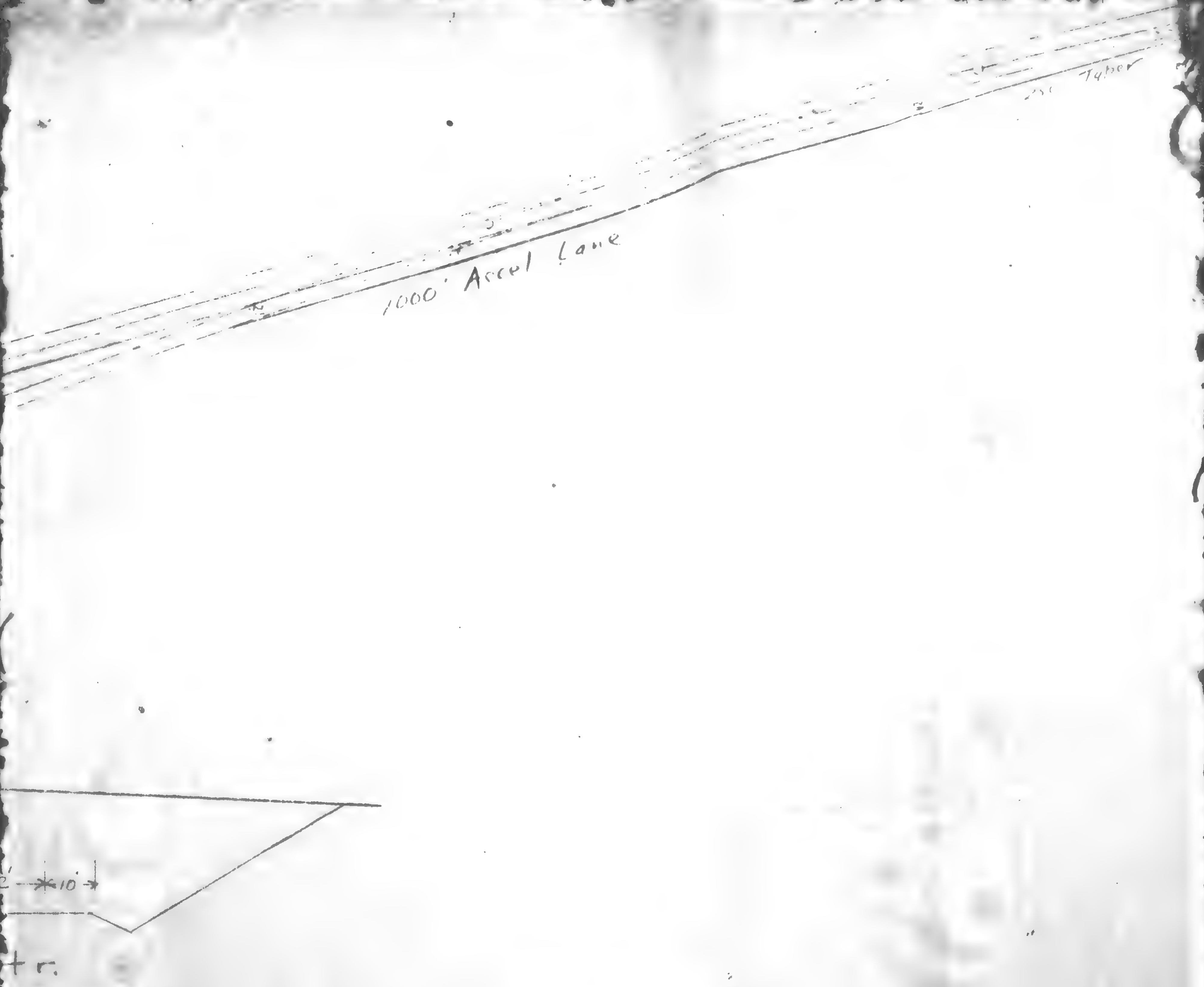

+6.5% to 7.5% →
2.5'
16'
23|24
26|25
← To Portland
16,850
16,650
To Salem
5,350

be obliterated


50:1 Taper
10'
12'
12'
12'
10'
Fut. Sec. Under Str.


5,350
To Albany →
22,200
22,200

1990 ADT.

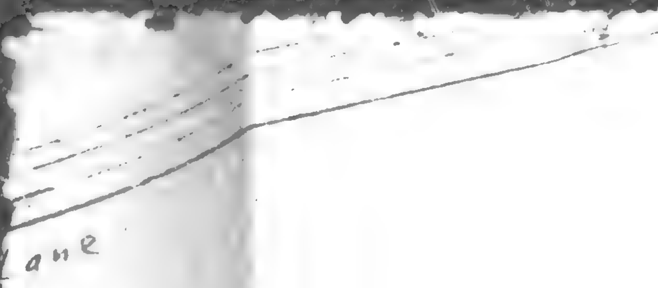

250 Taper
1000' Accel Lane
10
tr.

SCALE: 1"=100'

DATE	REVISION	BY

BATTLE CR
PACIFIC HIGH
MARION COUNT

	Date	
Submitted		
Approved	5-1-73	
"	5-1-73	
"	5-1-73	
"	5-3-73	
"		



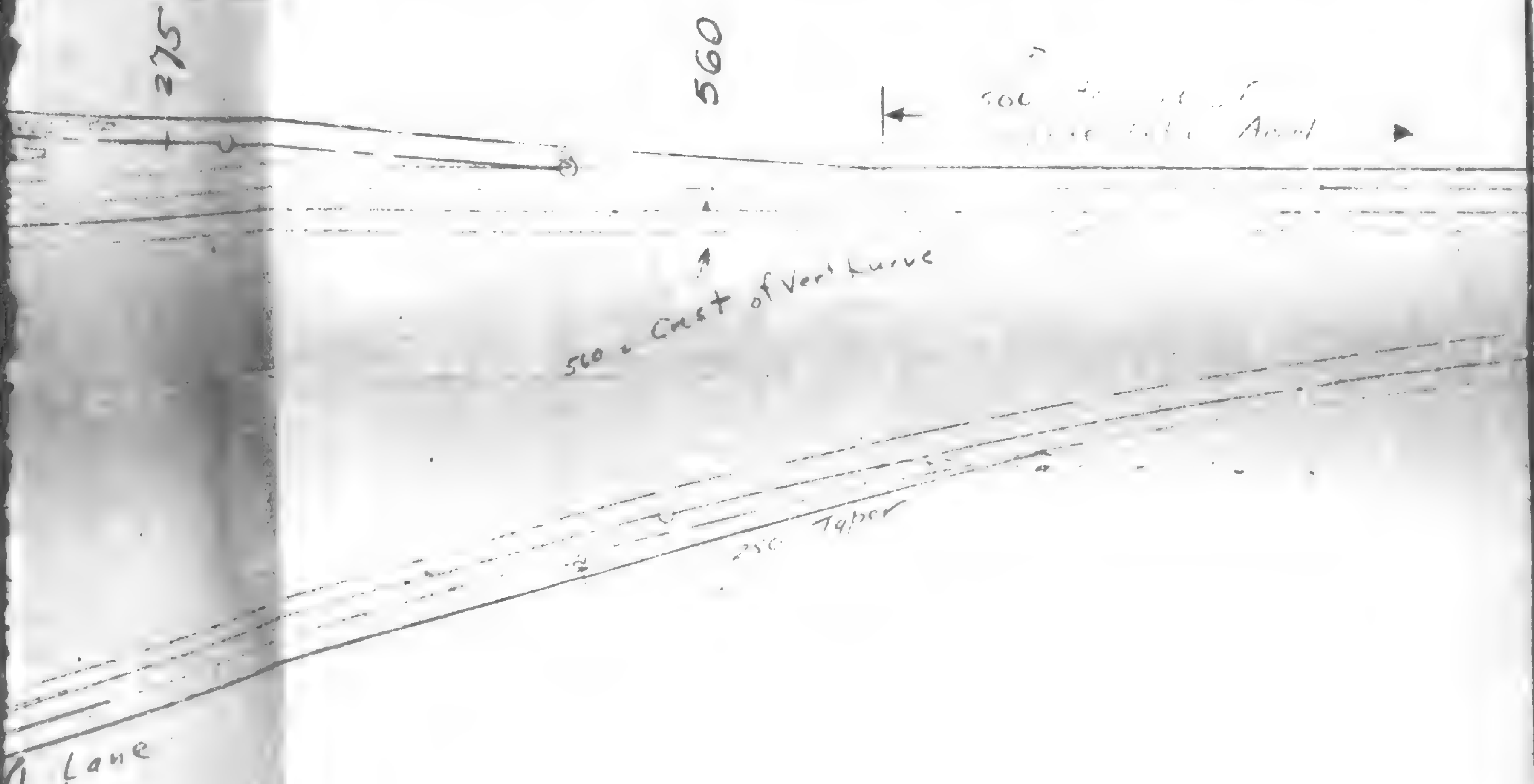
LE: 1"=100'

REVISION	BY

BATTLE CREEK INTERCHANGE
PACIFIC HIGHWAY, I-5 MILE POST 51.10
MARION COUNTY

	Date	Signature	
		C.B.	Designer
Submitted			Urban Engineer
Approved	5-1-73		Design ~~Construction~~ Engineer
"	5-1-73		Traffic Engineer
"	5-1-73		Bridge Engineer
"	5/3/73		Asst. Highway Eng'r.
"			U. S. B. P. R.

5-U-23


275
560
560 ± Crest of Vert Curve
250 Taper
Lane

SCALE: 1"=100'

BATTLE CREEK INTERCHANGE
PACIFIC HIGHWAY, I-5 MILE POST 51.10
MARION COUNTY

REVISION	BY

Date	Signature C.B.	
		Designer
Submitted		Urban Engineer

7036

FORM E-20

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

NOTED
H. S. COULTER

DATE April 23, 1973

TO H. S. COULTER
ASSISTANT STATE HIGHWAY ENGINEER

FROM C. O. FREDRICKSON
REGIONAL ENGINEER

SUBJECT BATTLE CREEK INTERCHANGE - TALBOT ROAD SECTION
PACIFIC HIGHWAY
MARION COUNTY

The "communication" which was enclosed with Mr. Keasey's letter of April 11, 1973 has been investigated by Ed Hall, the Resident Engineer who completed the location on the subject's section. One copy of Mr. Hall's report to this office is attached to this letter.

With the exception of the drainage problem referred to in the first and second paragraphs of the "communication" there appears to be no basis in the criticism of the design of the subject's project. The drainage referred to in the first and second paragraph was inadvertently overlooked by Mr. Hall when he completed the location and a sketch of the interchange at North Jefferson with revised drainage will be submitted as soon as his office has it prepared. Mr. Frank A. Slick, the man who we understand prepared the "communication" was not available for contact prior to writing this letter. Someone from Mr. Hall's office will contact Mr. Slick, and a supplemental report will be prepared.

Please advise this office of any additional investigations required.

COF/de

cc: E. S. Hunter
C. T. Keasey
Ed Hall

A. E. JOHNSON

4-30-73
cy Sipprell

RECEIVED
APR 24 1973
Office of
Assistant State Highway Engineer

WHATS WRONG HIGHWAY DEPT

NEAR THE NORTH JEFFERSON INTERCHANGE SOM- PEOPLE SPENT THOUSANDS OF DOLLARS TO INSTALL DRAIN PIPE ALL AROUND PROPERTY TO IMPROVE SAME -- SO WHAT? -- IN THE PLANS ---

SWINGING THE EAST SIDE FRONTAGE ROAD INTO OLD ROADWAY TO JEFFERSON AS A MASSIVE DIKE WHICH WILL TURN ALL THAT FLAT LAND BACK INTO THE MUDDY SWAMP IT ONCE WAS.

THE PLAN -- DIVERT ALL JEFFERSON TRAFFIC AWAY FROM FREEWAY -- DOWN A FRONTAGE ROAD TURNED INTO A SPEEDWAY. THIS WILL BE BAD FOR THE SCHOOL BUSSES -- SERVICE VEHICLES -- WHO CARES?

ALSO THE FRONTAGE ROAD ENDS AT THE TURNER SUNNYSIDE INTERCHANGE -- WHAT COULD BE WORSE? TRAFFIC ENTERS BLIND TO A CIRCLE -- CARS TURN OFF FREEWAY -- BACK DOWN FRONTAGE ROAD -- TRAFFIC SWINGS OFF TURNER ROAD TO SHORT ACCESS TO FREEWAY. SOME TIMES ACESS LANE IS FULL OF CARS AT A DEAD STOP -- FOR HOW LONG? -- A TURN TO SOUTH COMMERCIAL -- OUT OF THE QUESTION!

ON FREEWAY TRAFFIC NORTH IS BUILDING UP MOMENTUM FOR THE LONG DOWN GRADE AHEAD -- TO MAKE SOUTH COMMERCIAL TURN REQUIRES SPEED OF 80 TO 85 JUST TO GET IN PASSING LANE

ON THE WEST SIDE OF THE NORTH JEFFERSON INTERCHANGE -- AT THE ABRUPT END OF THAT FRONTAGE ROAD ARE PLANNED SOME WIERD FANCY USELESS CURVES FOR NO GOOD REASON

SOON FREEWAY WILL BE WIDENED TO SIX LANES WILL REQUIRE NEW LONGER JEFFERSON OVER- PASS -- PRESENT WORK -- JUST REDO OVER AGAIN

FORM E-90 50M 8-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1973

Assignment No. 1183

SUBJECT: Battle Creek Interchange-
Talbot Road Section
Pacific Highway

To:

Mr. C.O. Fredrickson
Region II Engineer
EAST SALEM HWY BUILDING

In accordance with your request, I have checked the existing N. Jefferson Interchange on the ground and have checked out the proposed plans and offer the following comments to the communication found on the park bench.

Paragraph 1 & 2

Writer refers to "LF" line which is the new connection from the frontage road on the east side to the old Jefferson Highway and the interchange. The writers complaint is valid in that our preliminary plans do not show any provisions for a culvert under the "LF" line to take care of a fork of Miller Creek. This culvert installation was inadvertenly omitted by the locating engineer when the plans were drawn. The property owner adjacent to the proposed "LF" line now has several drain tiles in his field which drain into an open ditch alongside the existing frontage road. Installation of a 72" culvert under the "LF" line at Station 119+50 and construction of a small ditch at the toe of the fill of the "LF" line will restore the drainage pattern exactly as it is today.

Paragraph 3

The proposed interchange revision will not divert Jefferson traffic away from the freeway but will give this traffic the same choice of route as they have today, either the freeway or the frontage roads.

Paragraph 4

The proposed revision of Sunnyside interchange to a full diamond and relocation of the frontage road in the SE quadrant will eliminate the writers complaints about the existing situation at this interchange.

Paragraph 5

Writer apparently refers to the left hand exit to South Commercial St. There is approximately 3400 lineal feet between the existing Sunnyside Interchange and the South Commercial exit ramp. The first 900 feet northerly of the structure is a down grade of 3%, followed by 2000 feet of a plus 3% grade, with the top of the vertical curve about 500 lineal feet southerly of the Commercial St. exit. Due to the plus grade I doubt very much if traffic is driving much in excess of the posted speed of 70 MPH. In the reconstruction of the interchange and the addition of the climbing lane, there will still be 2300 feet between the northerly end of the climbing lane and the Commercial Street exit.

Assignment No. 1183
Battle Cr.-Talbot Rd.

Paragraph 6

The curves referred to on the west side frontage road are minimum 55 foot radius curves in accordance with standard design policy, drawing #2104, and are required to connect the frontage road to the interchange.

Paragraph 7.

Very little of the work done at this time would have to be done over again to lengthen the overcrossing as there is ample room within the diamond for a six lane structure when required.

E. J. Hall
Resident Engineer

1036

FORM 8-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1973

SUBJECT: Delegations Appearing at April 17 Commission Meeting

To: MEMO TO THE FILE

Con 21-2
John Day

7971

1. A delegation representing the Fossil Community Club, and others, appeared before the Commission requesting the improvement of Highway 19 south of Spray and, in particular, the 23-mile section immediately south of Spray. They also asked about the Service Creek-Mitchell Section of Highway 207.

They were advised that we have $200,000 available for approximately three and one-half miles of the Service Creek-Mitchell Section this year and if the bond measure passes, it is hoped additional funds can be furnished for highways in this area. It was indicated that approximately two and one-half million dollars have been expended on Highway 19 in the past ten years and that we must pursue a stopgap approach until additional funds are available. It is hoped that upon completion of the Interstate Highway System, additional funds can be diverted to other highways.

Mar 12
Heppner-Spray Sec

2. A delegation from Heppner, and others, appeared before the Commission urging improvement of Highway 207 south of Heppner.

They were advised that we recognized there was extensive breakup south of Heppner, particularly between Heppner and Ruggs, and we are at the present time in the process of doing patching work. They were also advised that we have a rock production contract underway in the area; we expect to have our crews doing heavy patching work in June; and that we will do the best we can.

Con 16
9-5-8
Ap

3. The delegation from the South Commercial Street Property Owners Association of Salem did not appear concerning the widening of the Battle Creek-Talbot Road Section of I-5 in Marion County and the left-lane exit at Battle Creek Junction since they had previously been advised that we were

in accord with them and were attempting to get approval to correct this left-turn exit. However, Mr. Steve Brooks of Salem appeared as an individual and read a letter concerning the dangers in connection with the left-hand off-ramp.

He was advised that we have twice applied to the Federal Highway Administration to correct this off-ramp and in both cases were denied. Due to the testimony of the local people at the recent hearing, we will again go to the Federal Highway Administration to attempt to get approval. The Commission indicated its appreciation to Mr. Brooks for appearing and to the other members of the South Commercial Street Property Owners Association for their testimony.

AE Johnson
A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

cc Highway Commission
C. W. Head
George M. Baldwin
F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
J. B. Boyd
D. G. Talbot
Vern Skoog
C. O. Fredrickson
W. E. Schwartz
Gary Sund

5770 Commercial ST. S.E.
Salem, Ore 97302
April 17, 1973

Re: Battle Creek - Talbot Road
Section Pacific Highway I5
Marion County, Oregon

Oregon State Hwy Division
Planning Section
Dept. of Transportation
Federal Hwy Administration

Administation of Highways
Mr. F. Klaboe

Federal Highway Administration
Division Engineer
Mr. G. Green

Dear Sirs:

On March 31, 1973 The State Hwy Dept granted my request and mailed To me no-scale schematic drawings of the interchanges that affect the greater Salem area with the Traffic count for each leg shown there-on, as of 1971.

After comparing the six drawings and interpreting the Traffic pattern and traffic count To the best of my ability, it soon became appearant that the Battle Creek interchange performs a very major function of the I-5

System serving Salem.

Our association also received some statistics from the Hwy Dept. on the number of accidents that accured during a given period at the Battle-Creek interchange. these statistics reveal that a major safety hazard exists there because of the north-bound Left-hand off ramp leading on to 99E into Salem. Therefore, the Battle Creek interchange is not only a major interchange but a dangerous one also.

It is safe to assume that the north-bound leg on to I5 from Salem at the north Santiam interchange is siphoning traffic from South Salem, since you cannot enter I-5 at Battle Creek if you are north-bound, nor can you exit if you are south-bound. It is also interesting to note a similar situation at the Sunnyside-Turner interchange, the much heavier use of the south-bound off leg and north-bound on leg. There was no mention of this additional number of miles of travel necessary for South Salem residents through congested areas of the city and added pallution in the enviornmental report.

How many more accidents are needed to convince the State Hwy Dept that the greatest hazard on I-5 on this section of highway is the left-hand off ramp at Battle Creek interchange. the Traffic count indicates that Battle Creek is one of the heaviest used intechanges in the entire Salem area and leaves much to be desired in the way of safety improvement.

A right off-ramp is needed now.

thank you
Steve Brooks
(Steve)

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 16, 1973

TO MEMORANDUM TO THE FILES

ADOlson

FROM A. D. Olson
Preliminary Design Engineer

SUBJECT

As requested at the recent public hearing on the Battle Creek-Talbot Road Section Safety Project a study and design is under way to revise the existing Battle Creek Interchange left hand off-ramp into Salem to a right hand off-ramp. A sketch of the tentative redesign is attached.

Accident and traffic data have been obtained and a submittal to the Federal Highway Administration is being prepared for their consideration of doing this work as a major corrective change in conjunction with the safety revisions proposed for this section of Interstate 5. A similar submittal was made several years ago with no success; however, the increased accident statistics since that time and the public input at the recent hearing should be helpful in documenting the necessity of the requested change.

The recent hearing was held on proposed safety revisions on the Battle Creek-Talbot Road Section which would include slope flattening, guard rail revision, modernization of the North Jefferson Interchange and, most important, an added north bound climbing lane for slow moving vehicles from the base of Illahe Hill to the top of the hill at the Sunnyside-Turner Interchange. Accidents have increased on this section to about 2-1/2 times the statewide average. This is due primarily to the limited sight distance due to the vertical and horizontal alignment, the grades leading up Illahe Hill and the hill at Sunnyside-Turner Interchange and the great speed differential between the average car and the slow moving vehicle. The occasional slow moving vehicle passing a slower vehicle compounds the problem.

RECEIVED
APR 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

RECEIVED
APR 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Since studies indicate that the trucks will maintain speed northerly of the Sunnyside-Turner summit the climbing lane was ended in that vicinity on the original project. The easterly half of the interchange was revised to a diamond type pattern in order to bring the interchange traffic in north of the end of the climbing lane rather than into the slower moving traffic prior to the merge back into two lanes. This would also preclude the necessity of widening the Sunnyside-Turner structure and would improve the move from Turner to the north. The westerly half of the interchange was also revised to a diamond pattern for uniformity.

Attached is a copy of the proposed interchange revision previously mentioned and a copy of the hearing map which shows the proposed overall project.

ADO:jh
Attachment

1036

April 11 4:15

M. Hunter,

INT 5-2

Marion C

Russell Graham called to advise you that he has received a request from a group wishing to appear as a delegation at the next Commission meeting re Battle Creek Interchange. Their concern is the left-hand exit lane.

As far as he knows, they will appear.

Virgil Miller
364-6962

April 17

Anita

Call

—, Wykoff.
585-6733

April 10, 1973

C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Please place a delegation from the South Commercial Street Property Owners Association on the agenda for the commission meeting on April 17, 1973. The delegation would like to speak in regard to the widening of the Battle Creek - Talbot Road Section of Pacific Highway in Marion County and the northbound left-lane exit at Battle Creek Junction.

Attached are petitions the group has been circulating. Thank you for your consideration.

Very truly yours,

Virgil Miller
President

5498 Commercial Street, S. E.

Mr. Wyckoff
585-6733

(159 signatures)

P E T I T I O N

TO: THE HIGHWAY COMMISSION OF THE STATE OF OREGON AND THE FEDERAL HIGHWAY ADMINISTRATION.

We, the undersigned hereby declare that we oppose the expenditure of public moneys for safety improvement of the Battle Creek - Talbot Road Section of Pacific Highway I-5 without a solution to the left, fast lane exit at Battle Creek

AND WE DO PETITION THAT:

"The Highway Commissioners of the State of Oregon have their engineers re-evaluate the section to include a right, slow lane exit in the immediate area."

NAME	ADDRESS	TELEPHONE
Nonny Bay	3940 Commercial St SE	5811674
David Ry[illegible]	P.O Box 323 Indep.	
Gene A. Wagen	310 Appleblossom N.	
	835 N Hwy Monmouth	
J. Patterson	1826 Ewald SE, Salem, Ore	585-5743
G. B. McDermott and Hazel Joy	581 Riverview Dr.	3620477,
Robert O. Driscoll	771 Marlo Dr.	3631397
Phyl[illegible] Markland	4802 Skyline Rd Apt A	3622888
J[illegible] Jo[illegible]		362-4248
William H. Stuckey	6173 Commercial, S.E.	363-1332
Mary E. Bailey	6671 Fairway Ave., S.E.	363-4548
[illegible] R. Stuckey	6173 Commercial SE	363-1332
Ruth H. Bailey	6611 Fairway Ave. SE	
[illegible]	4808 Fox Lane So.	362-8695
[illegible] Whiting	3814 Commercial St SE	364-6751
H. Ringle	2115 Church St SE	363-6736
J. O'Reilly	3081 Chester N.E.	585-4072

(over!)

9056

Form FHWA 121 (Rev. 7-72)

O [illegible] Acc.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

UNITED STATES GOVERNMENT

Memorandum

DATE: March 29, 1973

In reply refer to: 10-35-FA

SUBJECT: Oregon Project I-5-4(-)249
Battle Creek Interchange Section

Vernon V. Cusack

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

As requested in Mr. Young's March 9 letter you have our concurrence in the following items:

1. That the subject project is eligible as a "safety improvement project" under provisions of PPM 21-16 with Federal participation from Federal-aid Interstate funds.
2. In the Negative Environmental Declaration as stated in Mr. Young's March 9 letter.
3. That it is the public interest to construct this improvement with State forces on a force account basis using State furnished salvaged material.

Authorization to proceed will be granted concurrently with the Program and PS&E approval.

RECEIVED
STATE HWY ENGR
MAR 30 '73
REFER TO
Young
FOR

Info	Notes	R/D	D/R	Sign	Act	File
✓						

cy Hunter
3-3-73

NOTED
E. S. HUNTER

9036

[illegible]
[illegible]

March 9, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
FROM R. D. ASBURRY
L. H. Young
Office Engineer

SUBJECT Proposed "Spot Safety Improvement" Project
Battle Creek Interchange Section
Project I-5-4(--)249 Marion County

We hereby request your concurrence that the subject project, set forth hereinafter, is eligible (1) as a "Safety Improvement Project" under the provisions of PPM 21-16; (2) for Federal-aid Interstate financing.

The proposed "spot" safety project consists of updating, to current Interstate standards, the existing sign bridge spanning the northbound lanes of the Pacific Highway (I-5) at Station 560+90 located in the Battle Creek Interchange within the city of Salem. Enclosed is a copy of a small-scale map of the southerly portion of the interchange showing the location of the existing sign bridge.

The existing sign bridge has large immovable supports (i.e., footings and columns) in an exposed position at the shoulder edges where they are a potential hazard to the motorist who unintentionally leaves the roadway. To date, there has been one fatality resulting from a vehicle leaving the pavement and running into one of the supports. However, the potential for a similar incident to reoccur increases constantly for the sign supports are exposed to an ever-increasing number of vehicles as indicated by the northbound traffic count for this section of highway. The present northbound average daily traffic (ADT) is 12,500 vehicles per day with a projected ADT of 22,500 for the year 1993.

It is proposed to eliminate the effects--death or injury-- of this existing hazard for the motorist who unintentionally leaves the traveled way by providing a 30-foot recovery area, free of physical obstructions, between the sign supports and the shoulder edge. This will be accomplished by replacing the existing sign bridge with one having a span of 101 feet. A 101-foot span is sufficient to provide the left and right 30-foot recovery areas as the northbound lanes at this location consist of two 12-foot travel lanes with a 10-foot right shoulder and a 6-foot left shoulder.

The project is located northerly of the proposed future northbound slow-moving vehicle lane for Illahee Hill and southerly of the proposed future deceleration lane for the Salem off-leg of the interchange. Therefore, the travelway cross-section at this location will not be altered from its present design. Since it will be some time before a future safety project encompassing the sign location will be ready for construction, it is believed to be in the best interest of the public to correct this potential hazard now rather than wait to correct it later.

It is planned to do the proposed work by having State forces remove and scrap the existing sign bridge and install a salvaged sign bridge presently stocked in our storage yard in Salem. The salvaged sign bridge was removed from I-5 at the Broadway-Weidler Exit (MP 302.10) under Project I-5-6(70)296.

The sign bridge, salvaged under the aforesaid Project I-5-6(70)296, has been valued at $2,350 by the Oregon State Highway Division's Maintenance Section as a reasonable and equitable charge against the proposed project. They based their estimate on expenses incurred in hauling the sign bridge from Portland and storing it in the Salem storage yard. In support of their estimate, we enclose a copy of a letter dated February 16, 1973, from Equipment Supply Superintendent, Mr. Robert W. Kuenzli. Also, a $98.65 salvage credit has been estimated as the amount allowable for the existing sign bridge--which it is proposed to scrap. Enclosed is a copy of a letter of March 1, 1973, from Bridge Design Engineer, Mr. L. L. Wallace, in support of the salvage credit allowance. Furthermore, a copy of a proposed "Order for State Force Work" is enclosed which sets forth the quantities and estimate of cost of the proposed project. This State force order will be submitted with the program documents if the proposed project is approved for Interstate funding.

The proposed project is exempt from State and District 3 Clearinghouse reviews under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Also, a public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

Design approval for this project is considered to have been given under the "Battle Creek-Talbot Road Section", Project I-5-4(-)243, by FHWA Memorandums of January 5, 1970, and November 4, 1971. FHWA based their approval on the concept that the Bureau of Public Roads' acceptance of the standards recommended in AASHO's "Highway Design and Operational Practices Related to Highway Safety" (yellow book) constitutes approval of the design for this type of work.

We also request FHWA's approval to use State forces, and State-furnished materials to construct this project as we feel it is in the public interest based on the following data:

a. The work should be done with minimum time delay in eliminating the existing hazard.

b. The work involved does not lend itself to competitive bidding; further, it is our opinion that it is more suitable for State forces and can be completed more rapidly and at a lesser cost.

c. State forces are capable of performing the work and can commence the work without delay.

d. A salvaged sign bridge is available in our storage yard in Salem which can be modified, at a modest cost, to serve as a suitable replacement at this location.

The seven items set forth in paragraph 4b of IM 20-4-72 are not applicable to the proposed project since the present location and design of the existing highway facility will not be changed, so there will be no alteration of land use or traffic flow patterns.

NEGATIVE ENVIRONMENTAL DECLARATION

In consultation with our Environmental Section, the following negative environmental declaration for the "spot" safety improvement project for the Battle Creek Interchange Section of the Pacific Highway (I-5) within the city of Salem is set forth for your concurrence.

Purpose of Project: The purpose is in keeping with the basic philosophy of improving highway safety and is a typical element in the national concern that roadside features associated with injury or accident to the highway user is eliminated or minimized in their effect.

Discussion of Environmental Impacts: The subject "spot" safety improvement project will be within the existing highway right-of-way, so it will not preempt land uses in private control.

Adequate signing will protect the motorist while the work is in progress.

The replacement of the existing sign bridge will eliminate massive sign supports from close proximity to the through roadway, thereby, providing increased safety for the motorist who unintentionally leaves the traveled way.

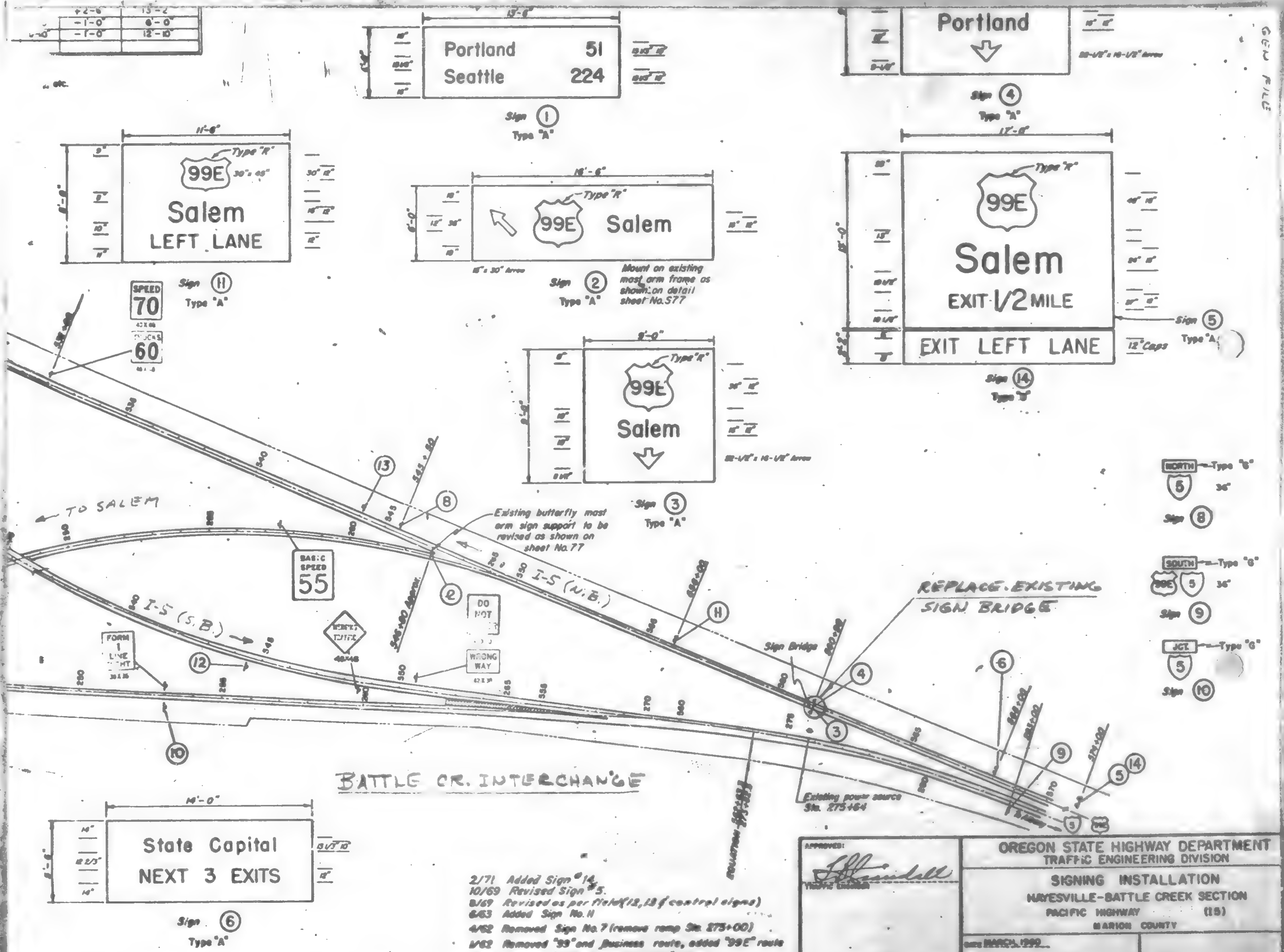
The new installation will provide a 30-foot clear recovery area, free of physical obstructions, on each side of the roadway. Only in this way will the motorist who unintentionally leaves the traveled way have a greater opportunity to avoid an accident with the fixed objects, thus reducing the possibility of property damage, injury or fatality at this location.

Basis for Negative Declaration: It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

Encl.

cc F. B. Klaboe
E. S. Hunter
L. E. George
D. H. Moehring
G. A. Potter
R. H. Chase
R. L. Gifford

JG:dg


Portland 51
Seattle 224
Sign ① Type "A"
Portland
Sign ④ Type "A"
99E Salem LEFT LANE
Type "R"
Sign ⑪ Type "A"
99E Salem
Sign ② Type "A"
Mount on existing mast arm frame as shown on detail sheet No. 577
99E Salem EXIT 1/2 MILE
EXIT LEFT LANE
12" Caps
Sign ⑤ Type "A"
Sign ⑭ Type "B"
SPEED 70
TRUCKS 60
99E Salem
Sign ③ Type "A"
NORTH 5
Sign ⑧ Type "G"
SOUTH 99E 5
Sign ⑨ Type "G"
JCT 5
Sign ⑩ Type "G"
TO SALEM
BASIC SPEED 55
I-5 (N.B.)
I-5 (S.B.)
Existing butterfly mast arm sign support to be revised as shown on sheet No. 77
REPLACE EXISTING SIGN BRIDGE
Sign Bridge
DO NOT ENTER
WRONG WAY
FORM 1 LINE RIGHT
Existing power source Sta. 275+64
BATTLE CR. INTERCHANGE
State Capital NEXT 3 EXITS
Sign ⑥ Type "A"
GEN FILE

2/71 Added Sign #14.
10/69 Revised Sign #5.
8/69 Revised as per field (12, 13 & control signs)
6/63 Added Sign No. 11
4/62 Removed Sign No. 7 (remove ramp Sta. 275+00)
1/62 Removed "99" and Business route, added "99E" route
6/61 Removed "YELD RIGHT OF WAY" Signs
12/60 Changed Seattle Mileage
Contracted 3·60 Completed 10·60

APPROVED:
Traffic Engineer

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
HAYESVILLE-BATTLE CREEK SECTION
PACIFIC HIGHWAY (15)
MARION COUNTY

DATE MARCH, 1960

T.E.B. DWG. NO. 8.78

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 1, 1973

TO L. H. Young
Office Engineer Attention R. N. Chase

L. L. Wallace

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Sign Bridge "Sta." 560+90 NBd.
Battle Creek Interchange
Pacific Highway
Marion County

As requested by Mr. J. L. Gaither of your section on February 26, 1973, the weight of the existing subject sign bridge is 13,150 lbs.

The estimated salvage value of this steel at $0.0075 per pound is $98.63.

The actual salvage value will have to be determined after the sign bridge is removed and weighed.

DOC/ag

cc J. Gix

NOTED
R. D. ASBURRY

clw

RECEIVED
MAR 2 1973
OFFICE ENGINEERING SECTION

FORM 5-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1973

SUBJECT: 118 ft. 6 in. Used Sign Bridge
w/2 Pipe Posts

To: Joe Gaither
Office Engineering
Highway Building

Reference your telephone call about the dollar value we have placed on the used Shallow Box Truss Sign Bridge with two support pipe posts.

This unit is 118 ft.-6 in. long with two support pipe posts; one 22 ft.-1½ in. long and one 27 ft.-2 in. long.

This unit was removed from Interstate 5 at the Broadway-Weidler Exit, M. P. 302.10, in early 1972.

The unit was transported from the Portland Area on a special truck-trailer and unloaded by special crane in our storage yard in Salem.

The unit has been leveled and blocked in the storage area to prevent warping, etc.

I feel the value we have placed on this unit of $2,350.00 is very reasonable.

Accounting for the handling, crane expenses, blocking and storage requirements that we have expended the $2,350.00 is extremely reasonable.

Information at my disposal indicates that this unit weighs approximately 31,960 pounds. The cost or value would be approximately .07376 per pound.

Howard H. Read
Equipment Superintendent

By Robert W. Kuenzli

Robert W. Kuenzli
Equipment Supply Superintendent

RWK:ch
cc: John Erikson

NOTED
R. N. CHASE

RECEIVED
FEB 20 1973
OFFICE ENGINEERING SECTION

Form A-103 (Rev. 8-70)

REGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No.

Order No.

Section Battle Creek Interchange Safety Project Date February 9, 1973

Highway Pacific - Interstate 5 F.A.P. No. 1

County Marion Prefix Account No.

Description of Work To Be Done: Remove existing sign bridge at Station 560 plus 90, and install 101 foot span sign bridge to provide safety setback for bridge columns.

Location by Station Numbers:

561 plus 00 N. B.

Estimate of Quantities and Costs:

Remove and scrap existing sign bridge	$750.00
Modify salvaged sign bridge from Portland Safety Project	
Salvage Value	2350.00
Modify truss and post in Sign Fab Shop	1300.00
30 C.Y. Class "A", Reinforced steel in footings @$100.00/C.Y.	3000.00
Excavation and backfill	800.00
Sign crew to relocate signs 1 day @ $80.00	80.00
Electrical crew to rewire (illumin. sign	520.00
plus Engineering (contingencies 10%	805.00
	$8855.00
Salvage credit for existing sign bridge 13,150 lb. @ $0.0075	98.63 cr.
	$8756.37

Explanation:

Present sign bridge has massive support columns in ditch lanes presenting serious safety problem. Availability of salvaged sign bridge makes Spot Project by state forces the most economic solution.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 8756.37

Present estimate of project cost, including

$ for work under this order $

Expected under-run over-run (amount) . . . . . . $

Expected under-run over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved: Construction Engineer

SP-72030-734

9036

Salem, Oregon
February 9, 1973

L. H. Young
Office Engineer

Spot Safety Improvement Project
Battle Creek Interchange
Interstate 5
Marion County

Mr. A. E. Johnson had asked Mr. Bothman to consider the possibility of a quick State Force improvement project to eliminate the obvious safety hazard presented by the 1957 model sign bridge now facing northbound traffic at the Battle Creek Interchange. This is the advance sign bridge. The sign bridge at the gore point was previously improved by a Spot Safety Project in 1970.

The cross section was obtained through the Location Engineer and a sign bridge was designed to match the ultimate cross section for the proposed Safety Project in this area. At the conclusion of the Portland Safety Project, a sign bridge is now available in the Sign Shop yard which can be modified at a modest expenditure and serve as a suitable sign bridge at this location. The estimated cost of a 101 foot sign bridge at present contract cost would be over $20,000.00.

Attached you will find an Order for State Force Work prepared to submit to the Federal Highway Administration to request participation for a Spot Safety Improvement. Should the project be approved there is no reason why work could not begin immediately, and the whole project brought to a conclusion within a six week period.

D. H. Moehring
Maintenance Engineer

By

James J. Gix
Bridge and Sign Maintenance Engineer

Copy sent cjc
C. Fredrickson

JJG:cjc
Attachment

MAINTENANCE ENGINEER
RECEIVED
FEB 12 1973
ME ☐ AME ☐ OE ☐ AG ☐
BME ☐ ES ☐ AA ☐ FILE ☐ TA ☐

10⅔

File w/ Battle Creek-Talbot Road

FORM 2-30 (REV. 10-69)

NOTED
H. S. COULTER

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

January 26, 1973
Salem, Oregon

To: Memo To The Files

SUBJECT: January 25, 1973 Meeting
S. Commercial St. Property
Owners Association

District Engineer, Floyd Lacey, his Asst. Kerry Dayton, and I met with Virgil Miller, President; Steve Brooks; Frank Vlasic; and William Stevely, South Commercial Street Property Owners Association, last evening. We answered all of the questions about South Commercial Street and the Battle Creek-Talbot Road Section of the Pacific Highway. Promises made were:

NOTED
E. S. HUNTER

Con 16
I-5

South Commercial Street

(1) Maintenance Betterment. It is anticipiated maintenance funds available in the next budget year will allow extension of the four lanes southerly through the Toyota frontage.

(2) Barnes Road Intersection. They suggested SB left turning traffic warranted a left turn refuge. Rick Kuehn, by a copy of this memo, is instructed to make a study.

(3) Mowing. Mr. Stevely indicated the city required tall grass and weeds to be mowed from his property whereas we did not mow the R/W last year. Mr. Lacey will re-varify the city ordinance and, if true, as is likely, the mowing policy on South Commercial Street within the city limits will be adjusted.

cy - H. S. Coulter
E. S. Hunter
2-5-73

Battle Creek-Talbot Road Section

(1) Hearing Notice. Arrangements have been made for Highway Commission Secretary, Cecil Head, to notify this group of the formal hearing.

(2) Hearing Maps. Small scale maps were left with them and a promise made to provide a reduced size print of the Battle Creek Interchange-Turner Sunnyside Interchange unit. This is being done under separate cover.

(3) Battle Creek Interchange. They strongly wanted a NB right hand off ramp. They could not see why revision of the Turner-Sunnyside Interchange was justified when the ramp on the Battle Creek Interchange wasn't. Explained the climbing lane basis for the Turner-Sunnyside Interchange and told them to support their request for Battle Creek with facts at the hearing.

RECEIVED
FEB 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc. A.E. Johnson

They also wanted the Battle Creek Interchange converted so traffic on Commercial Street could come and go to the north on the Pacific Highway without going through the Turner-Sunnyside Interchange. By a copy of this memo, Urban Engineer, Adrian Olson is asked for any comments he may wish to make to support our position on reworking the Turner-Sunnyside Interchange but not the Battle Creek. This can easily become the main item of contention at the public hearing.

Gerald Wimer
Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Vic Wolfe
Adrian Olson
Floyd Lacey
E. J. Hall
Rick Kuehn

1979 Battle Cr.-N. Jefferson 9036
Intchg. Sec., Pac. Hwy. (Gr.
pav, barr, struc, sig, illum) #1

Ofa 7031
7-26-79
7-27-79

Correspondence re:

1. Design Approval
2. Environmental Impact Statement
3. Hearing
4. Survey Approval

SEE: CON 21-2 I-5 E CASE

Battle Cr. - Talbot

RECEIVED
MAR 14 1972
FOR FILING

9036

Rtg

REGION 2 ENGINEER
RECEIVED
MAR 6 1972
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

March 3, 1972

SUBJECT: Illahee Climbing Lane
Pacific Highway - I-5

Sp.

To: Mr. J. B. Boyd
Region Engineer

Attention: Mr. Gerald Wimer
Region Construction Engineer

This is in reference to your letter of March 1 summarizing costs of four proposals for the construction of the climbing lane on I-5 at Illahee.

Please proceed with the detailed location of the Battle Creek-Talbot Road Section on Plan 1, which would include two safety proposals; i.e., lowering the frontage road along the climbing lane to the level of the freeway, flattening slopes, et cetera.

If there is any question in your mind as to what I am saying, I will be glad to discuss with you.

Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

VDW:mc

cc E. S. Hunter ✓

RECEIVED
MAR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2

RECEIVED

FOR FILE

Const

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Pac

DATE: February 17, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-4(-)248
Battle Creek-Talbot Road Section
Sunnyside-Turner Interchange

By letter of February 10, Mr. Frank Hall submitted accident data relating to operation of the substandard southbound ramps at the Sunnyside-Turner Interchange, and requested consideration in conversion of the interchange to a full-diamond. Conversion of the northbound ramps to a diamond pattern was previously authorized in connection with construction of the truck climbing lane.

I have carefully considered this matter and agree that it is not in the public interest to convert the northbound ramps to a diamond pattern without similar treatment to the southbound ramps. This work should be accomplished in conjunction with the roadside safety project for this section of highway and before further commercial development occurs at this interchange. The proposed work is eligible for financing with FAI funds.

2-28-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
E. S. HUNTER

cc Young
Hall
Wolfe

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 14 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • ~~Phone 364-2171~~

Const
R/W
Pac Hwy E

February 10, 1972

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Sunnyside-Turner Interchange
Battle Creek Jct.-Halsey Int. Sec.
Pacific Highway
Marion County

Herewith is one copy each of the preliminary layout sheet and accident analysis covering the proposed revision to the Sunnyside-Turner Interchange.

At your suggestion we have developed a diamond configuration on the east side of the highway to tie in with the proposed climbing lane. It is our feeling that the west side of this interchange should also be standardized with a diamond pattern. Possible development in the area could make such a revision much more costly in the future.

As stated in the enclosed traffic analysis it is felt that the accidents occur as a result of the tight design that presently exists. So long as a project will be underway in the area it would seem prudent to do a complete overhaul of both sides of the interchange.

A hearing will probably be required on this section so your tentative approval of this enclosed design for construction as a safety project is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

ADO:jh
cc: General Files
Dick Chase

RECEIVED
DEC [illegible] 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

Rtg - Traffic

DATE: December 21, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Spec

SUBJECT: Oregon I-5-4(-)245
Battle Creek Jct.-Jefferson Jct. Section
Illahee Hill Climbing Lane

In Mr. Hunter's December 13 letter you proposed to extend the Illahee Hill climbing lane to a point north of the Battle Creek exit ramp instead of terminating just north of the Sunnyside-Turner Road overcrossing. Either of these designs would necessitate widening of the Sunnyside overcrossing structure and reconstruction of the Interchange ramps. It appears that this would result in some tightening of the Interchange configuration. Also, extension past the Battle Creek offramp would introduce a weaving problem for exiting trucks.

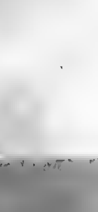
As an alternative to extension of the climbing lane we suggest that you consider constructing diagonal ramps for northbound on and off at the Sunnyside Interchange. The climbing lane can then be ended at Station 293+ (end of existing acceleration lane), and the northbound entrance ramp terminal can be located to the north beyond the end of the climbing lane. We feel this design would provide better traffic operation at a comparable cost.

12-27-71
REFERRED TO
Hall
BY ASST. STATE HWY. ENGR.

Please Review

NOTED
TOM EDWARDS

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
DEC 13 1971
FOR FILING

Maint
Traf
Rty - Ten

December 13, 1971

Illahee Hill

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Illahee Hill Climbing Lane
Battle Creek Junction-
Jefferson Junction Section
Pacific Highway
Marion County

Your letter of November 3 approved a proposed northbound climbing lane at Illahee Hill for construction as a safety project. The additional lane is to be roughly located from the northbound on-ramp of the Sunnyside-Turner Interchange southerly to the base of Illahee Hill.

We are reluctant to construct a climbing lane within these limits for the following reasons:

Approaching Illahee Hill northbound, the southerly limit of the added lane presents no problem, but after cresting the first rise main-line traffic speeds up, making it hazardous for a slow-moving vehicle to merge. We therefore have extended the added lane to the next rise approaching the Sunnyside-Turner Interchange. Trucks travel approximately twenty-one miles per hour at this interchange, which will provide them with a poor merge especially with the traffic to and from the interchange ramps.

It is therefore our recommendation that the added lane be continued northerly of the interchange area and merged into the main line north of the next crest vertical past the Battle

Creek off-ramp to Salem. This will require reconstruction of the acceleration and deceleration lanes at the Sunnyside-Turner Interchange along with structure widening.

If you do not concur, we would appreciate your recommendation as to what treatment can safely be given this climbing lane.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED
E. S. HUNTER
for
F. B. Klaboe
Assistant State Highway Engineer

DWG:jh ia

bc R. L. Porter
Tom Edwards
Frank L. Hall

[illegible] OF [illegible] ION

RECEIVED NOV 26 1971

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-22-71

1-5-4(63)218

STATE PROJECT NO. BATTLE CREEK JUNCTION - HALSEY INTERCHANGE SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-501C

COUNTY NAME MARION

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

11-22-71

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

11-26-71
Young

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE NOVEMBER 22, 1971

FEDERAL ROUTE NUMBER INTERSTATE ROUTE 5

STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: AS REQUESTED IN MR. YOUNG'S NOVEMBER 10, 1971 LETTER, THE MINOR PROGRAM CHANGE ADDING PRELIMINARY ENGINEERING, INCLUDING PS&E PREPARATION FOR THE CONSTRUCTION OF THE ILLAHEE HILL CLIMBING LANE AT A TOTAL ESTIMATED COST OF $35,000 IS APPROVED. YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN DESIGN APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☒ PRELIMINARY ENGINEERING TO OBTAIN LOCATION AND DESIGN APPROVAL.

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) MINOR PROGRAM CHANGE.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE 11-22-71

SIGNATURE OF APPROVING OFFICIAL G. Green

TITLE FOR DIVISION ENGINEER

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7036

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

RU ~~12-12~~ ~~2-10-72~~ 2/17/72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 4, 1971

In reply refer to: 08-35-FA

Rty
Illahee Hill

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(-)243
Battle Creek-Talbot Road Section
Design Approval

4567

In response to Mr. Young's October 1 letter the construction of pavement overlay and landscaping within the highway right of way are considered the final stage of a previous construction project approved prior to the issuance of the current PPM 20-8. Minor safety improvements are also considered part of that final stage.

Approval of the revisions to the North Jefferson Junction Interchange was accomplished December 9, 1967. No further action is required under PPM 20-8 for the construction of the final stages of the subject section.

This does not, however, exempt the construction of the recently approved climbing lanes on the Illahee Hill Section from the requirements of PPM 20-8 whether it is included in conjunction with the above mentioned work or proposed as a separate project. This must be considered on its own merit.

RECEIVED
NOV [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASHBURY

RECEIVED
NOV 11 1971
PROGRAM & PLANNING

Chase Bon
2-23-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

CC: Heyer 2-23-72

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

RECEIVED
NOV 16 1971

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 3, 1971

In reply refer to: 08-35-DB

TO: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

G.K. Hossner

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(-)245 Safety
Illahee Hill Section
Proposed Climbing Lane

4561
4295
2407
2133

Mr. Klaboe's September 9 request for FAI fund participation in the addition of a northbound climbing lane on the subject Interstate section is approved.

NOTED
E. E. KLABOE

orig to Young
copies to
Hall
Crandall
11-8-71

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
NOV 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
SEP 10 1971

September 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Illahee Hill Section
Project I-5-4(-)245 Safety
Proposed Climbing Lane
Interstate Highway I-5
Marion County

4245

Dear Sir:

We hereby request your approval of FAI fund participation for the addition of a northbound climbing lane at the Illahee Hill Section of Interstate Highway I-5, north of Salem, as a "Safety Improvement Project" under the provisions of PPM 21-16 based on the data enclosed and/or set forth hereinafter.

The following data is offered in justification of this project as a "Safety Improvement":

1. The ADT has steadily increased from 17,100 in 1966 to 20,000 in May of 1971. The number of accidents have fluctuated, but show a definite increase, from 17 in 1966, 16 in 1967, 18 in 1968, 8 in (8 months only) 1969, 24 in 1970 and 17 in (first 5 months) 1971. The accident rate of northbound lanes has increased from 1.68 per million vehicle miles in 1966 to 3.46 per million vehicle miles in the first five months of 1971.

   The accident rate for the combined first five months of 1971 and all of 1970 is 2.7 accidents per million vehicle miles which is approximately 2.5 times the 1970 statewide rate of 1.06 accidents per million vehicle miles for the Primary Rural Freeway sections of the State Highway System.

2. The predominate types of collisions are fixed-object, rear-end and sideswipe, which account for 76.7 percent of all the collision types occurring within the section. This is approximately 2.7 times the statewide rural average of 28.2 percent for these

types of collisions. The severity of the accidents has increased until at the present the number of injuries per accident is approximately 1.3 times the state rural highway average.

3. The causal factors related to the section are:

   a. The limiting of sight distance by combination of vertical and horizontal alignment to less than 0.3 mile at several points in the section.

   b. The gradients being relatively steep, approaching 5% at several points and further being the only gradients of such magnitude between Cottage Grove and Salem.

   c. The abruptly changing speed differential between trucks and cars increasing from a difference of 12.5 mph (trucks 60 mph - cars 72.5 mph) on the level south portion to 26.0 mph (trucks 44.5 mph - cars 70.5 mph) on the 5% gradients on the north portion.

   These factors tend to upset the motorists' estimating ability as to the rapidity with which the slower vehicles are being overtaken and is further complicated by the limiting of the sight distance to approximately 1,500 feet. The isolated steep gradients also present the vehicle operators with severely altered passing situations after having been accustomed to passing on the preceding level sections which have little or no horizontal or vertical sight distance restrictions.

4. The proposed climbing lane will most certainly reduce the accident rate to the statewide rate of 1.06 per million vehicle miles from present 2.70 per million vehicle miles. This reduction would result in a saving of approximately $76,000 a year based on the National Safety Council's estimates of accident costs. This saving would justify an expenditure of at least $1,050,000 for safety improvement on the section based on a recovery factor of 0.726 for 30-year life at 6 percent.

The travel times through the section will also be reduced resulting in additional savings to the motorists by providing a means for high speed traffic to overtake and pass a slow vehicle which is passing a slower vehicle.

The enclosed documents contain more complete details concerning the foregoing information. The documents are as follows:

1. Traffic Division Memo to Mr. Young from L. E. George.
2. Accident Rate per Million Vehicle Miles and Gradients.
3. State Accident Analysis Form showing number and collision type of accidents 1966 thru 1969.
4. Collision Diagram (northbound) from January 1, 1970 thru May 31, 1971.
5. Condensed Profile of Interstate Route I-5 dated December 1956.
6. Set of 12 photographs from MP 245.8 thru MP 248.3 depicting horizontal and vertical sight distance and congestion caused by slow vehicles.

7 & 8. Graphs of vehicular speeds dated August 19, 1971 at MP 244.74 N. Jefferson Interchange and MP 247.18 Illahee U'xing.

9. Accident Cost Analysis from January 1, 1970 thru May 31, 1971.

The only other alternate considered as suitable to alleviate the situation was the upgrading of the section to six lanes, which is of such a magnitude as to be beyond present economic consideration.

The proposed project fulfills all the requirements of paragraph 3b of PPM 21-16 for classification as Federal-Aid Highway Safety Improvement as data set forth hereinbefore and in the enclosed document show that:

1. The section needs improvement based on accident analysis which arrives at an accident rate of 2.70 which is approximately 2.5 times the statewide rate of 1.06 and the majority of the collisions are of the type associated with the causal factors related to the section.

2. The proposed improvement is expected to reduce the present accident rate of 2.7 to the statewide rate of 1.02. This reduction in accidents, as shown in the enclosed data, will justify an expenditure of approximately $1,050,000 on the improvement at this time. This amount approximates the estimate cost for the project of $1,105,000 as submitted under our letter of May 28, 1971 (a copy is enclosed).

3. The project, based on its accident rate, etc., would rank among the top priority of all the safety improvements that could be made on Oregon's Interstate Highways.

We sincerely hope the information furnished will allow your approval of the proposed project as a "Safety Improvement" and eligible for Interstate Funds.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

RNC:bb

Enclosures

cc: R. L. Porter
Tom Edwards
L. N. Young
F. B. Crandall
Frank Hall
J. A. Rowland
R. N. Chase
B. L. Gifford

FORM E-30 (REV 10-63)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1971

SUBJECT: Pacific Highway No. 1
Proposed Climbing Lanes at
Northbound M.P. 52.25 to 55.55
Illahee Hill

To: L. H. Young
Program & Planning Engineer

BUILDING

The attached documentation indicates a general increase in the accident rate occurring on this northbound portion of Interstate 5. Fixed-object, rear-end and sideswipe type of collisions predominate, with these being 76.7 percent of all types occurring. This is about 2.7 times the state-wide rural average of 28.2 percent for these types. It is probable that this increase can be attributed to the increased congestion caused by the lower-powered vehicles (trucks, campers, trailers etc.) slowing on these gradients. Vehicular speed at the 85 percent level were determined to be 72.5 MPH at the North Jefferson Interchange, M.P. 244.74, with truck speeds being 60.0 MPH. At the Illahee under-crossing, M.P. 247.10, cars were traveling 70.5 MPH and trucks 44.5 MPH. This indicates the speed differential between trucks and cars increased from 12.5 MPH to 26 MPH, reducing the time motorists have to complete the necessary passing maneuver.

In addition there are several portions of this highway where the combined horizontal and vertical alignment reduce the sight distance to less than 0.3 mile. Traffic volumes are over capacity for certain portions as the attached documentation reveals.

Gradients on this portion of Interstate 5 are relatively steep and isolated; there are no other steep gradients between the Portland south urban limits and Cottage Grove. This gradient isolation probably contributes to the accident problem by giving vehicles operators unaccustomed passing situations on these gradients after drivers are acclimatized to passing on level portions.

The accident record indicates an increasing problem with this area. The number of accidents and the severity are both increasing. The accident rate for the first five months of 1971 and all of 1970 was 2.7 accidents per million vehicle miles, about 2 1/2 times the state-wide record of 1.06 accidents per million vehicle miles for 1970 primary, rural, freeway portions of the state highway system. The severity is such that the number of injuries per accident occurring is about 1.8 times the State rural average.

Cost analysis based upon the National Safety Council's estimates of accident costs reveal that for the period January 1, 1970 to May 31, 1971 the annual cost was $126,600 per year.

NOTED
R. D. ASBURRY

Chas

SP*52475-734

If the proposed climbing lanes reduce the accident rate to average the accident cost is estimated to be $50,600 per year, with a resultant savings of $76,000 per year. This savings will justify expenditures of $1,050,000. The Regional Engineer believes there are a number of unreported accidents occurring on this section but it is probable that they are all property damage only accidents. If the number of annual property damage only accidents that occurred were tripled from 12 to 36, it would only change the annual cost to $133,300 per year and the justifiable project expenditure to $1,095,000.

This documentation should serve to implement the requirements of PPM 21-16.

L. E. George

L. E. George
Operations Engineer

DRW:wj;pb

1A. STATE NAME	1B STATE CODE	1C APPROPRIATION CODE
	2 3	4 6

1D PROJECT NUMBER	PREFIX LETTERS	NUMBER
		7 13

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

HIGHWAY SAFETY IMPROVEMENT PROJECT
"BEFORE" DATA

PPM 21-16

(ATTACH TO PR-1. SEE INSTRUCTIONS ON REVERSE SIDE.)

2. RELATED FEDERAL-AID PROJECTS

CARD NO.	APPROPRIATION CODE	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	CARD NO.	APPROPRIATION CODE	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
X	20 22		23 29	X	30 32		33 39
X	40 42		43 49	X	50 52		53 59

3. HAZARDS IDENTIFIED *(Additional space on reverse may be used for continuation.)* Interstate 5 in the vicinity of Illahe overcrossing has gradients from 2 to 5%. These gradients are the steepest encountered between the Portland Urban area and the mountains immediately north of Roseburg. Predominantly for many miles the highway passes through the Willa-ette Valley with gentle curvature and gradients considerably less than 3%. raffic volumes in this area were 21,000 vehicles daily during 1970. Vehicular raffic, both passenger cars and trucks approach at relatively high speeds (60 MPH Trucks, 70 MPH passenger vehicles), and passing opportunities are normally within a 10 to 15 MPH speed differential range. As trucks slow down for the steep gradients, the speed differential of passing vehicles is markedly increased. This high closing speed reduces driving perception time and increases the hazard of passing. This increased hazard has reflected in the accident record. For the period January 1, 1970 to May 31, 1971 the accident rate in the Illahe area

(continued)

4. IMPROVEMENTS TO REDUCE HAZARDS *(Additional space on reverse may be used for continuation.)* A climbing lane is proposed which will provide a separate 12-foot lane for the slow moving vehicular traffic to utilize, thus freeing the two existing lanes for faster traffic. An alternative proposal of up-grading this facility to six lanes was considered, and it has been determined that a project of this magnitude is presently beyond economic consideration.

5. EXPECTED EFFECTS—BOTH FAVORABLE AND UNFAVORABLE *(Additional space on reverse may be used for continuation.)*
The expected effect of the addition of climbing lanes throughout this area is the desired separation of high speed and slow speed traffic in this relatively steep and localized area. The hazardous congestion now occurring as faster vehicles overtake slower vehicles will be alleviated and the safety of vehicle operations in this area will be improved. Travel times through the area will be reduced and the accident rate will decrease.

6. STATISTICAL DATA

	CARD NUMBER	NUMBER OF MONTHS	PERIOD BEGINNING MONTH	PERIOD BEGINNING YEAR	NUMBER OF ACCIDENTS FATAL ACCIDENTS	NUMBER OF ACCIDENTS NONFATAL INJURY ACCIDENTS	NUMBER OF ACCIDENTS PROPERTY DAMAGE ACCIDENTS	ACCIDENT LOSSES NUMBER OF FATALITIES	ACCIDENT LOSSES NUMBER OF NONFATAL INJURIES	ACCIDENT LOSSES PROPERTY DAMAGE ($1,000)
		30	32 33	34 35	36 38	39 42	43 46	47 49	50 53	54 59
"BEFORE" DATA (EXPERIENCE PRIOR TO PR-1 [illegible])	1	12	1	70	2	8	114	2	119	
	2	5	1	71	0	6	111	0	114	
	3									
		12								

	X	20	LETTERS	29		X	30 32		33
	X	40 42		43		X	50 52		53 59

3. HAZARDS IDENTIFIED *(Additional space on reverse may be used for continuation.)* Interstate 5 in the vicinity of Illahe overcrossing has gradients from 2 to 5%. These gradients are the steepest encountered between the Portland Urban area and the mountains immediately north of Roseburg. Predominantly for many miles the highway passes through the Willamette Valley with gentle curvature and gradients considerably less than 3%. Traffic volumes in this area were 21,000 vehicles daily during 1970. Vehicular traffic, both passenger cars and trucks approach at relatively high speeds (60 MPH Trucks, 70 MPH passenger vehicles), and passing opportunities are normally within a 10 to 15 MPH speed differential range. As trucks slow down for the steep gradients, the speed differential of passing vehicles is markedly increased. This high closing speed reduces driving perception time and increases the hazard of passing. This increased hazard has reflected in the accident record. For the period January 1, 1970 to May 31, 1971 the accident rate in the Illahe area (continued)

4. IMPROVEMENTS TO REDUCE HAZARDS *(Additional space on reverse may be used for continuation.)* A climbing lane is proposed which will provide a separate 12-foot lane for the slow moving vehicular traffic to utilize, thus freeing the two existing lanes for faster traffic. An alternative proposal of up-grading this facility to six lanes was considered, and it has been determined that a project of this magnitude is presently beyond economic consideration.

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The expected effect of the addition of climbing lanes throughout this area is the desired separation of high speed and slow speed traffic in this relatively steep and localized area. The hazardous congestion now occurring as faster vehicles overtake slower vehicles will be alleviated and the safety of vehicle operations in this area will be improved. Travel times through the area will be reduced and the accident rate will decrease.

6. STATISTICAL DATA

		CARD NUMBER	NUMBER OF MONTHS	PERIOD BEGINNING MONTH	PERIOD BEGINNING YEAR	NUMBER OF ACCIDENTS: FATAL ACCIDENTS	NONFATAL INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	ACCIDENT LOSSES: NUMBER OF FATALITIES	NUMBER OF NONFATAL INJURIES	PROPERTY DAMAGE ($1,000)
			30	32 33	34 35	36 38	39 42	43 46	47 49	50 53	54 59
"BEFORE" DATA (EXPERIENCE PRIOR TO PR-1 SUBMISSION)		1	12	1	70	2	8	14	2	19	
		2	5	1	71	0	6	11	0	14	
		3									
FORECAST ... YEARS FOLLOWING ANTICIPATED COMPLETION DATE OF PROPOSED	WITHOUT IMPROVEMENT	4	12								
		5	12								
		6	12								
	WITH IMPROVEMENT	7	12								
			12								

was 2.7 accidents per million vehicle miles which is about 2.5 times greater than the Statewide accident rate of 1.06 accidents per million vehicle miles for primary, rural freeway portions of the State Highway System. Further hazards are documented by traffic capacity analysis sheets attached to the correspondence of May 6, 1971.

	Acc. Rate/MVM	ADT	Acc.	Injuries	Fatalities
1966	1.68	17,100	17	8	0
1967	1.41	17,900	16	19	0
1968	1.62	18,700	18	18	0
8 months 1969	1.03	19,500	8	6	0
1970	1.92	21,000	24	23	2
5 months 1971	3.46	20,000	17	14	0

Combined horizontal and vertical sight distance is below 0.3 mile on several portions of this section. Vehicle traffic exceeds capacity on several portions of this section.

Gradients

Beginning P.I. Station	to	P.I. Sta.	Length of VC @ Beginning P.I.	Grade	Length in Miles	Unit
290+00		309+00	1000"	+3.30%	0.36	Taylor Cr.-Turner Rd.
309+00		377+00	2600'	-4.88%	0.53	Taylor Cr.-Turner Rd. & Illahee Hill-Taylor Cr.
337+00		363+50	2200'	+4.65%	0.50	Illahee Hill-Taylor Cr. & Miller Cr.-Illahee Hill
363+50		395+00	2600'	-3.86%	0.44	Miller Cr.-Illahee Hill
395+00		415+00	1000'	-2.8%	0.38	Miller Cr.-Illahee Hill
415+00		433+00	1200'	-4.97%	0.34	Miller Cr.-Illahee Hill
433+00		443+75	600'	-1.76%	0.20	South of Miller Cr.-Illahee Hill

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ______ County Marion
Intersection of Pacific Hwy. and Nbd. Jct. Hwy. 1E To Miller Cr.
Highway Number 1 (I-5) Nbd. MP. 52.25N To MP. 55.55
Period Covered 1-1-66 To 12-31-69
Compiled by CS Drawn by ______ Date 8-19-71

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

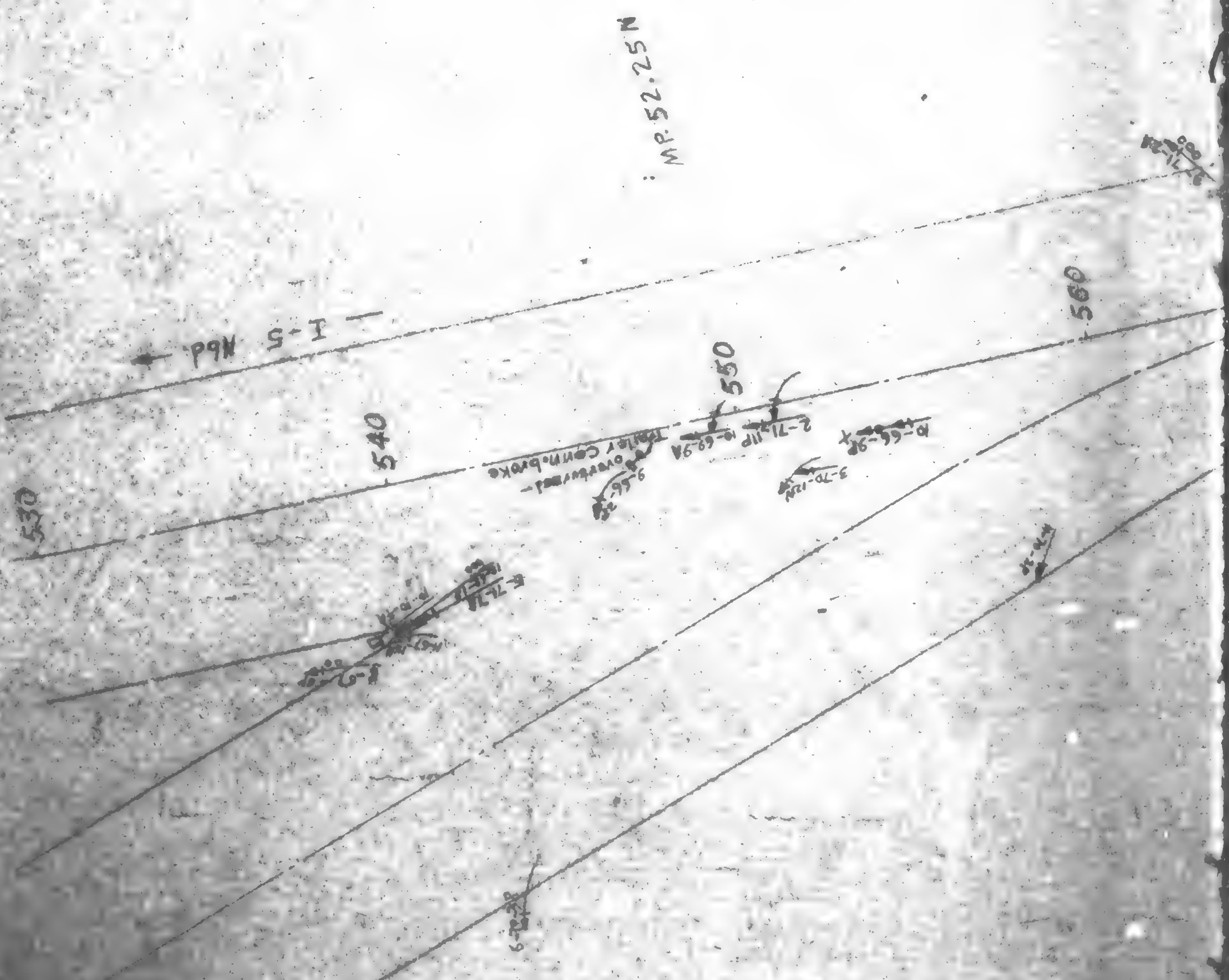
X-Stopped Prior L/T.

- ◁---- Path of Pedestrian
- ← Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Jan. Feb. May, June
Not Available
For 1969

Collision Type	1966				1967				1968				1969				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		3	6	9		6	2	8		1	3	4		3	2	5		13	13	26
Sideswipe			1	1		1	2	3			1	1						1	4	5
Turning Movement															1	1			1	1
Parking																				
Non-collision		1	2	3		1	1	2		2	1	3		1		1		5	4	9
Fixed Object		1	3	4		1	1	2		5	5	10						7	9	16
Pedestrian																				
Backing																				
Misc															1	1			1	1
TOTAL		5	12	17		9	6	15		8	10	18		4	4	8		26	32	58

Form E-261-6-70


MP 52.25 N
I-5 Nbd
530
540
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Trailer conn. broke overturned
9-56
10-69-9A
2-71-11P
10-65-9P
3-70-12N
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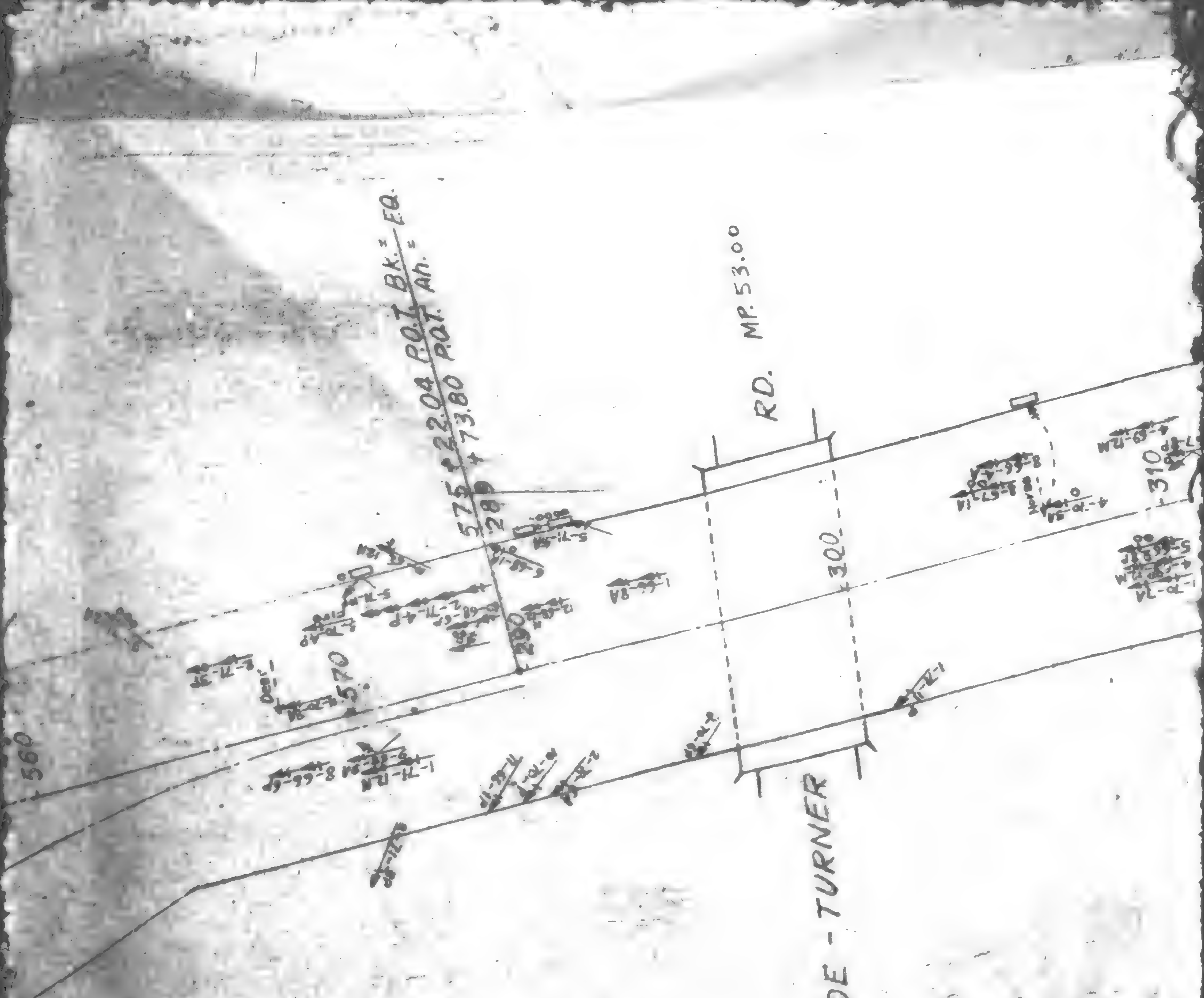
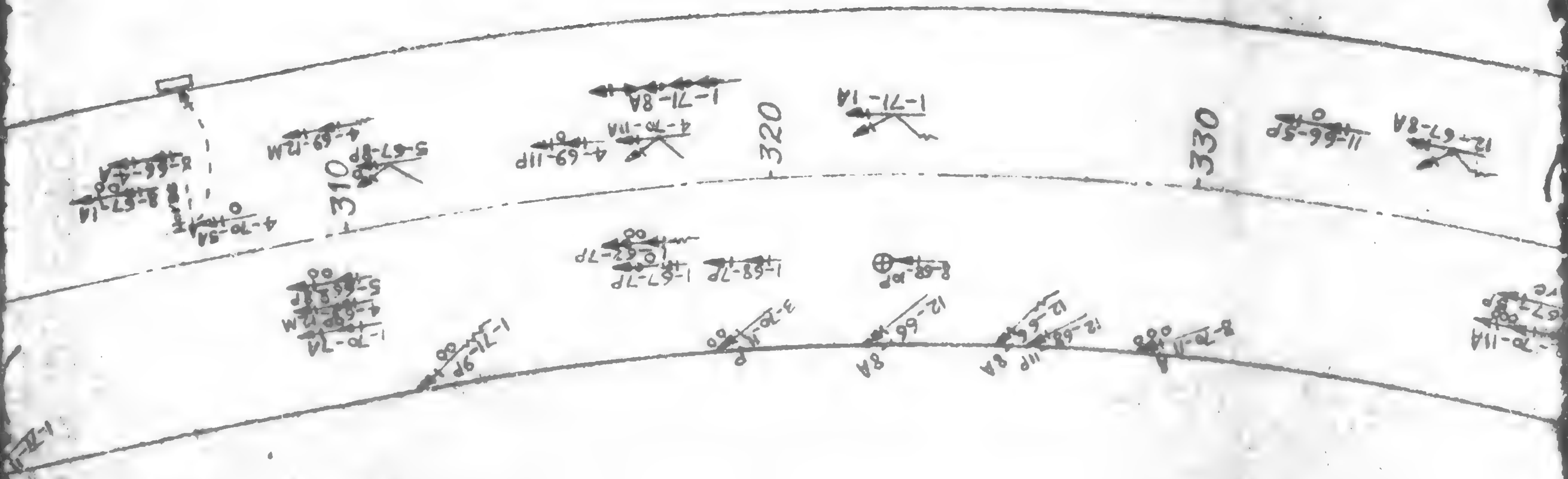
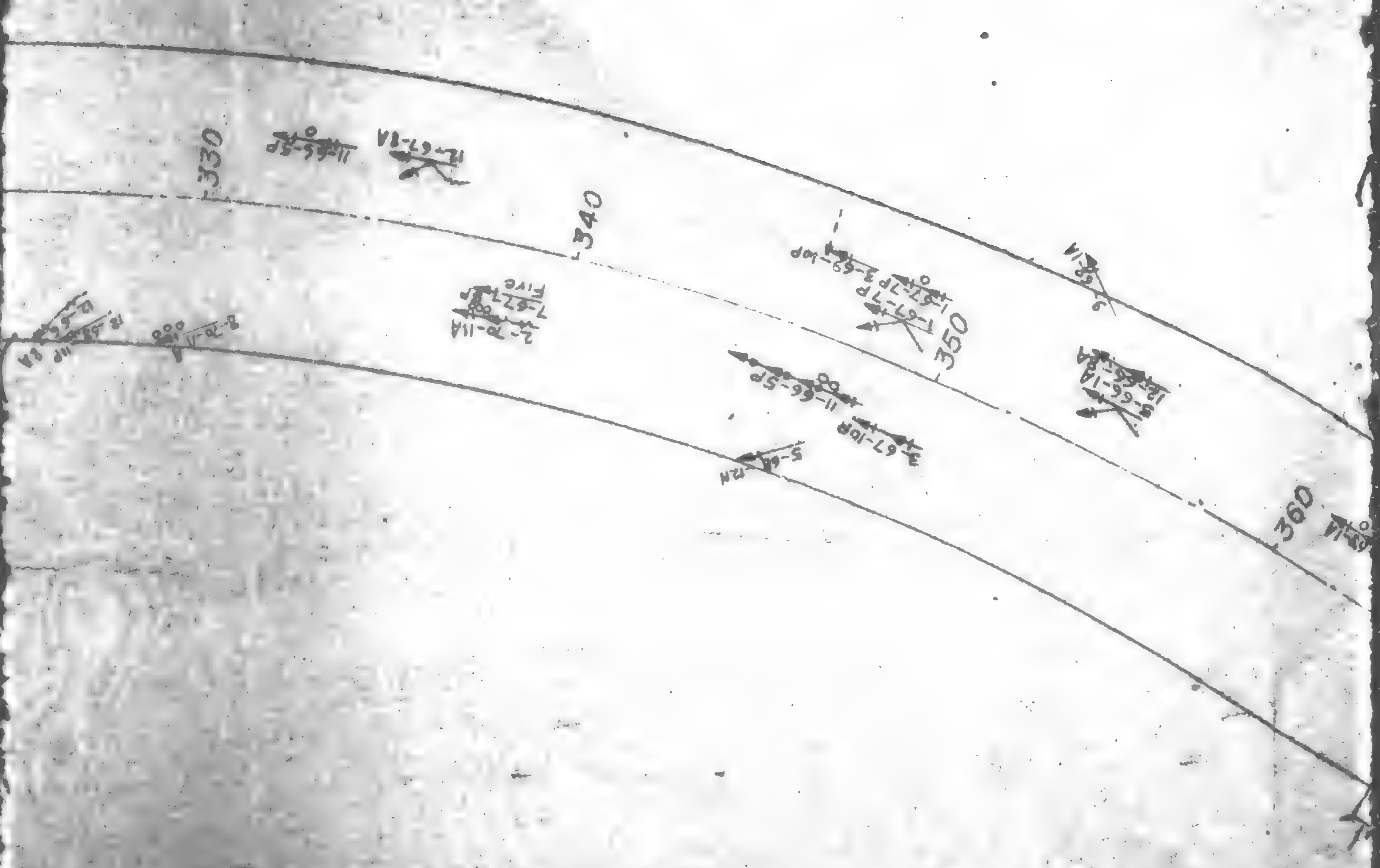
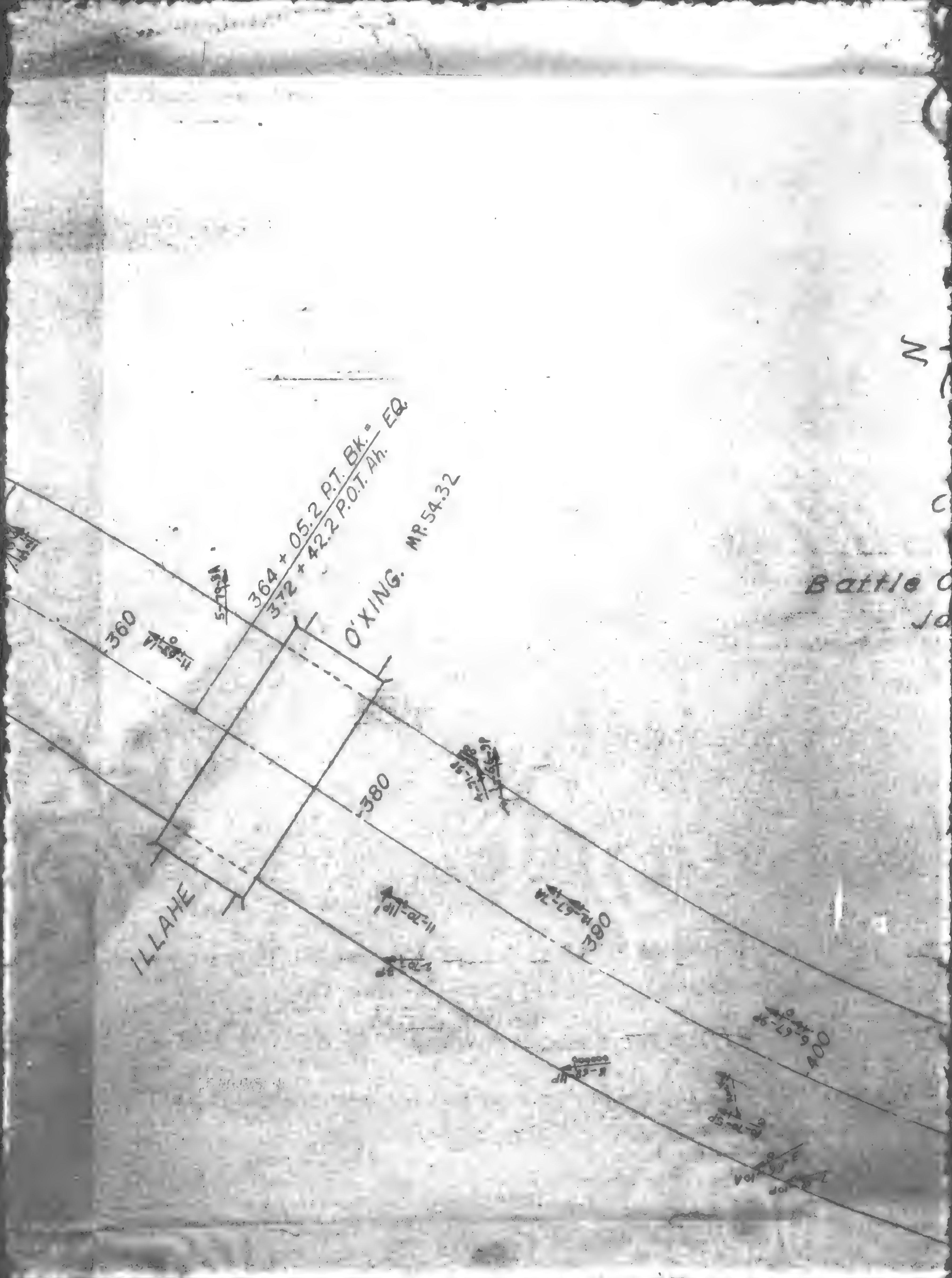

575 + 22.04 P.O.T. Bk. = EQ.
28 + 73.80 P.O.T. Ah. =
MP. 53.00
SUNNYSIDE - TURNER RD.
300
310
290
570
560

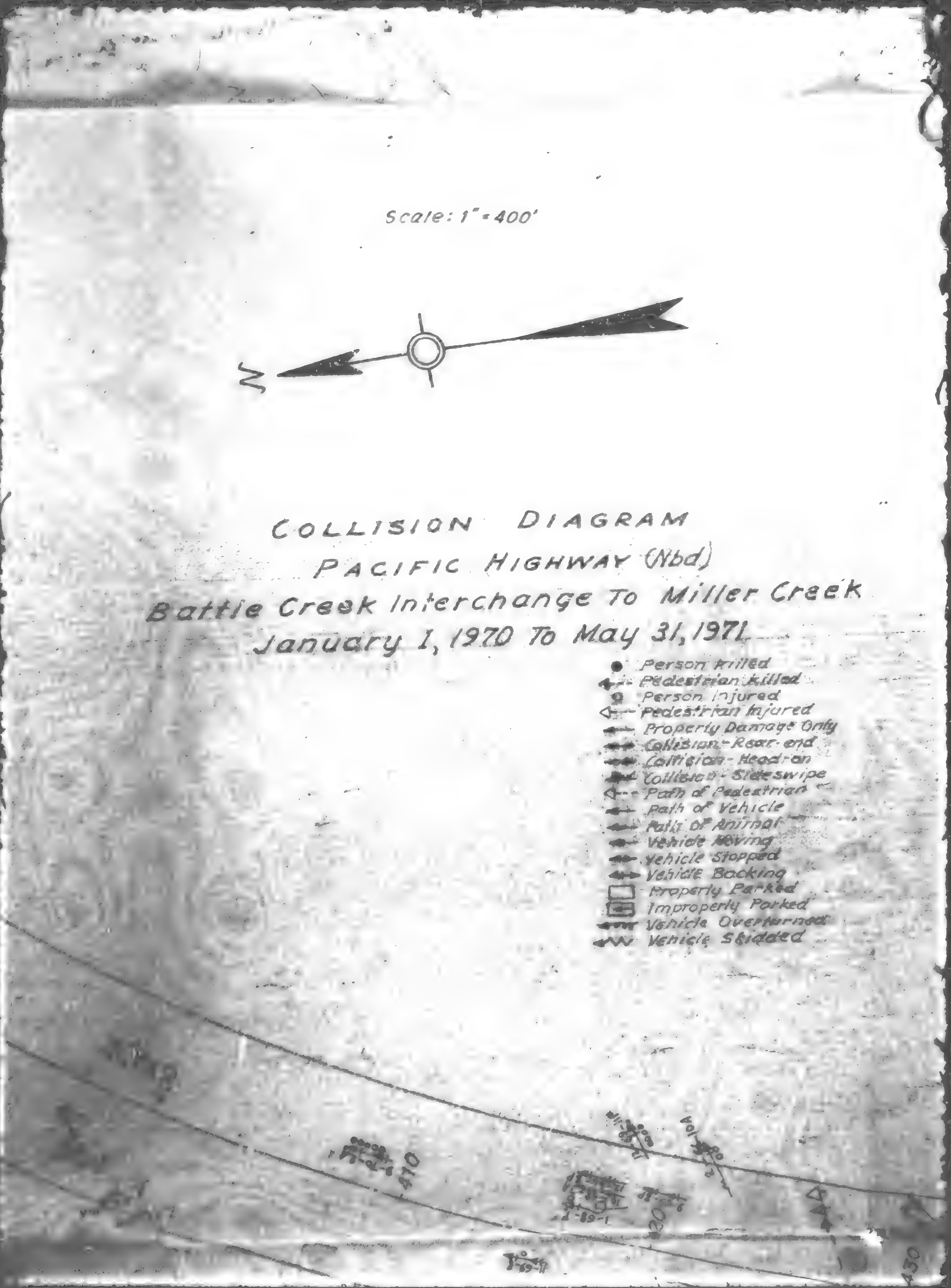

310
320
330
1-71-8A
4-70-11A
4-69-11P
1-71-1A
11-66-5P
12-67-8A
5-67-8P
4-69-12M
4-70-5A
1-68-7P
1-67-7P
12-66-8A
12-68-11P

Collision Type	1970 Fatal	1970 Non fatal	1970 Prop Damage	1970 Total	5 Mos. 1971 Fatal	5 Mos. 1971 Non fatal	5 Mos. 1971 Prop damage	5 Mos. 1971 Total
Angle								
Head-on								
Rear-end		3		3		3	3	6
Sideswipe			1	1		1	2	3
Turning Movement			1	1			1	1
Parking								
Non-collision		1	3	4		1	1	2
Fixed object	1	3	8	12		1	3	4
Pedestrian	1			1			1	1
Backing								
Misc		1	1	2				
TOTAL	2	8	[illegible]	[illegible]		6	[illegible]	[illegible]

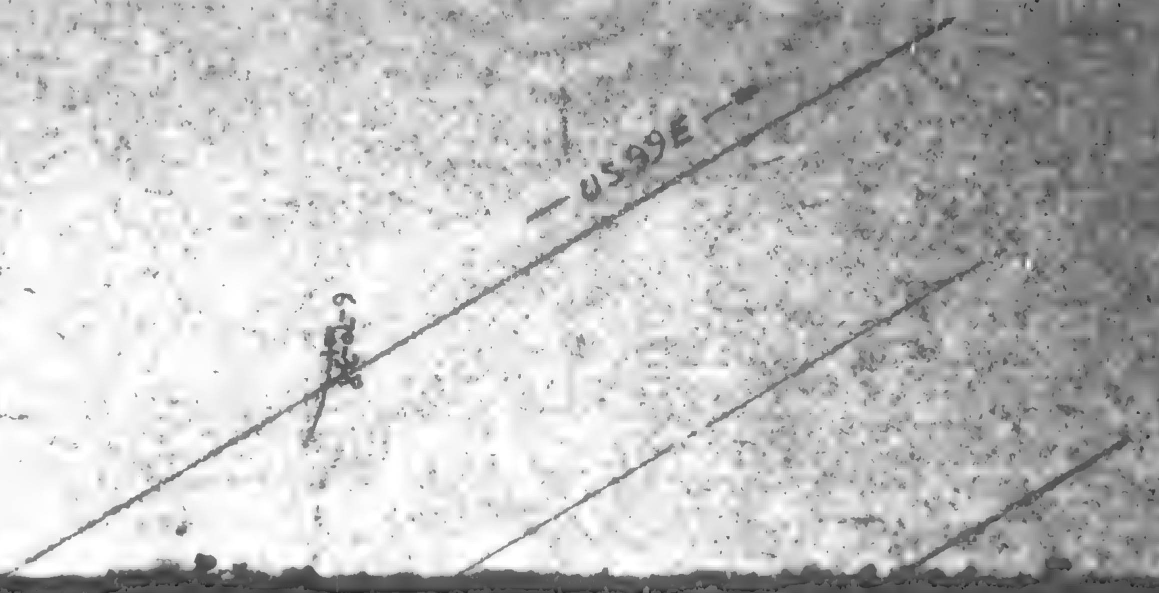

330
340
350
360
11-66-5P
12-67-8A
2-70-11A
7-67-12P
FIVE
1-67-7P
3-69-10P
9-69-1A
11-66-5P
3-67-10R
5-68-12N
12-66-8A

Collision Type	1970				5 Mos. 1971				TOTAL			
	[illegible]	[illegible]	[illegible]	Total	Fatal	Non fatal	Prop. Damage	Total	Fatal	Non fatal	Prop. Damage	Total
[illegible]				3		3	3	6		6	3	9
[illegible]				1		1	2	3		1	3	4
[illegible]				1			1	1			2	2
[illegible]				[illegible]		1	1	2		2	4	6
[illegible]				2		1	3	4	1	4	11	16
[illegible]				[illegible]					1			1
[illegible]							1	1			1	1
[illegible]										1	1	2
[illegible]				[illegible]		[illegible]	11	14	2	14	25	41


364 + 05.2 P.T. Bk. = EQ.
372 + 42.2 P.O.T. Ah.
O'XING. MP. 54.32
360
380
390
400
ILLAHE
Battle C
Ja

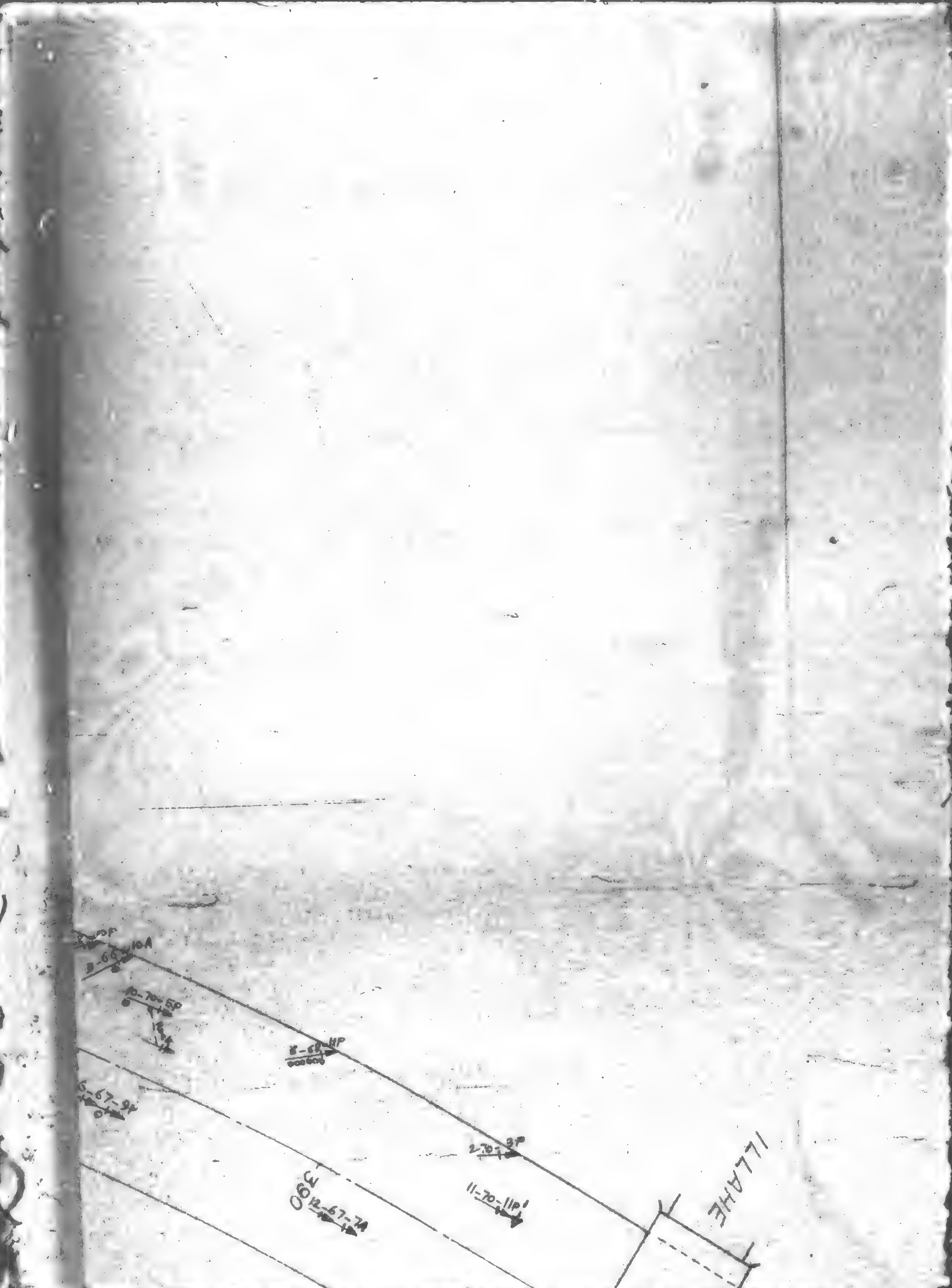

Scale: 1" = 400'
N
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Headon
Collision - Sideswipe
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
410
420
430

COLLISION DIAGRAM
PACIFIC HIGHWAY (Nbd)
Battle Creek Interchange To Miller Creek
January 1, 1970 To May 31, 1971


US99E

SU

Collision Type	1970				5 Mos. 1971				TOTAL			
	Fatal	Non fatal	Prop. Damage	Total	Fatal	Non fatal	Prop. Damage	Total	Fatal	Non fatal	Prop. Damage	Total
Angle												
Head-on		3		3		3	3	6		6	3	9
Rear-end			1	1		1	2	3		1	3	4
Sideswipe			1	1			1	1			2	2
Turning Movement												
Parking		1	3	4		1	1	2		2	4	6
Non-collision	1	3	8	12		1	3	4	1	4	11	16
Fixed Object	1			1					1			1
Pedestrian							1	1			1	1
Backing		1	1	2						1	1	2
Misc.												
TOTAL	2	8	14	24		6	11	17	2	14	25	41

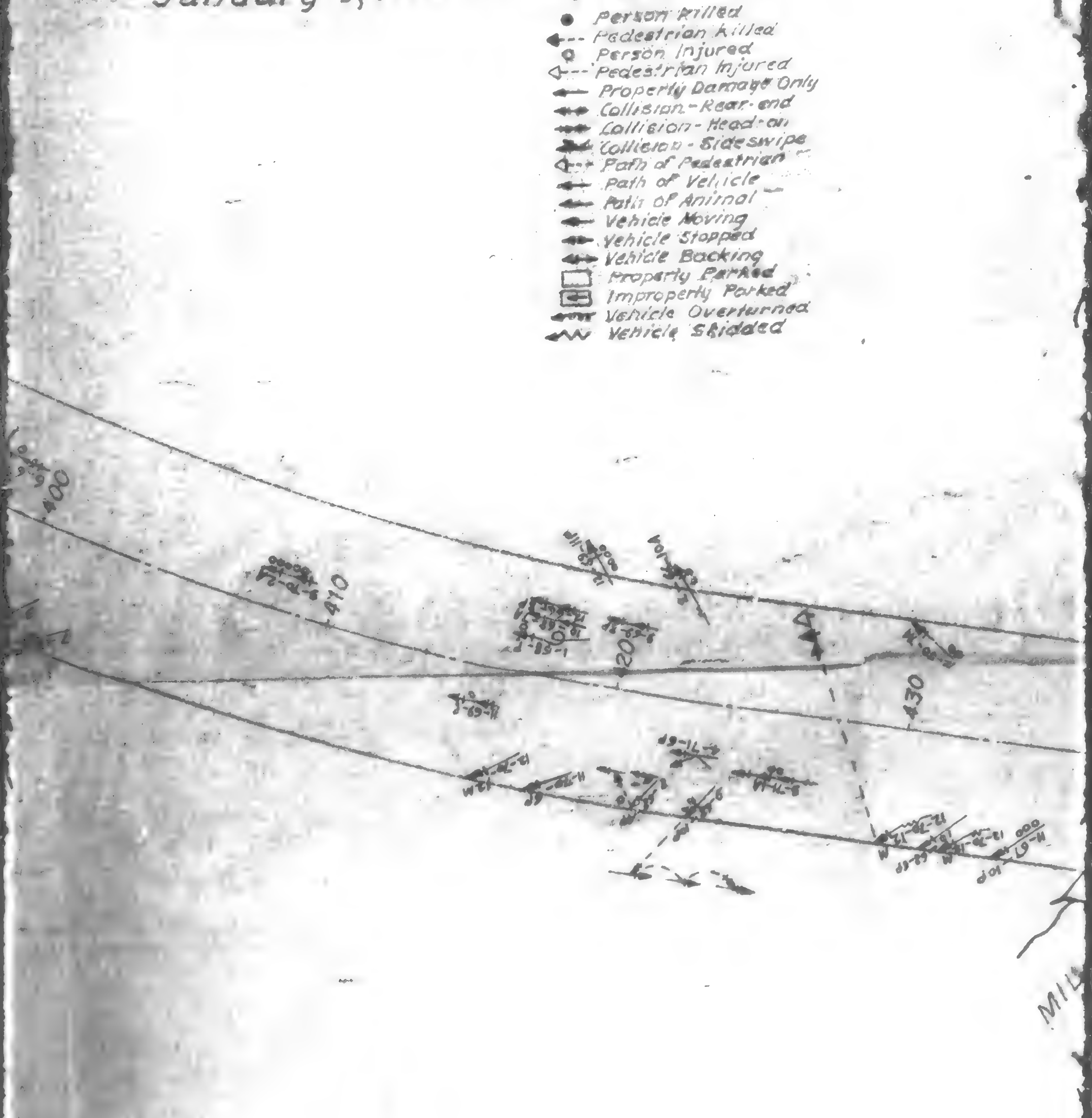


ILLAHE
390
12-67-7A
11-70-11P'
2-70-3P
6-67-9P
10-70-5P
8-66-10A

PACIFIC HIGHWAY (Nbd)

Battle Creek Interchange To Miller Creek

January 1, 1970 To May 31, 1971


● Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
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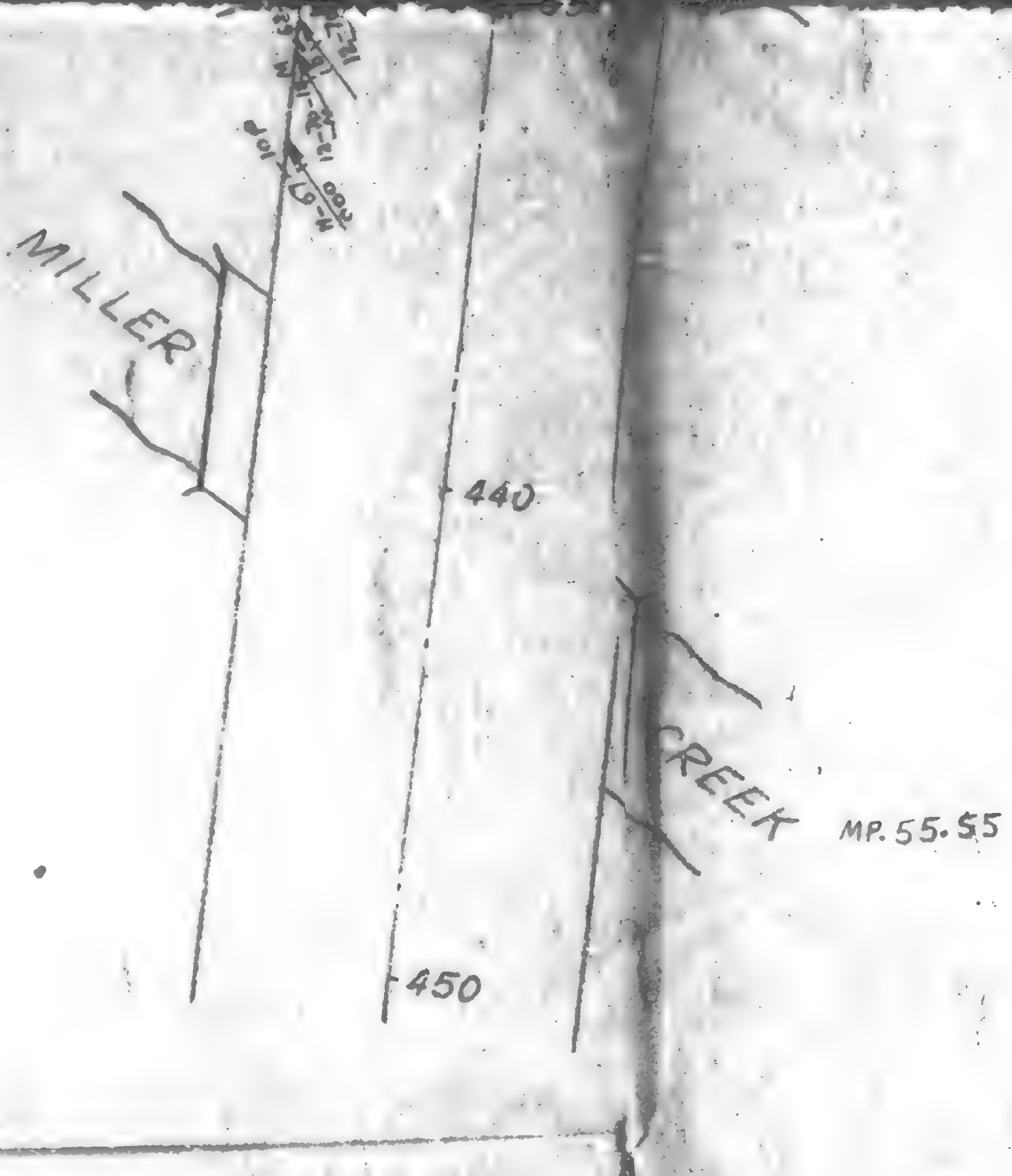
410
420
430
MIL


MILLER
440
450
CREEK
MP. 55.55

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TYPICAL VIEWS
Pacific Highway
South of Salem

1. Looking north from M.P. 245.8 (55.6)
2. Looking north from M.P. 246.1 (55.3)
3. Looking south from M.P. 246.8 (54.6)
4. Looking north from M.P. 247.3 (54.1)
6. Looking north from M.P.247.8 (53.6)
7. Looking south from M.P.248.3 (53.1)
8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)

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TYPICAL VIEWS
Pacific Highway
South of Salem

1. Looking north from M.P. 245.8 (55.6)
2. Looking north from M.P. 246.1 (55.3)
3. Looking south from M.P. 246.8 (54.6)
4. Looking north from M.P. 247.3 (54.1)
6. Looking north from M.P.247.8 (53.6)
7. Looking south from M.P.248.3 (53.1)
8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)

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TYPICAL VIEWS
Pacific Highway
South of Salem

1. Looking north from M.P. 245.8 (55.6)
2. Looking north from M.P. 246.1 (55.3)
3. Looking south from M.P. 246.8 (54.6)
4. Looking north from M.P. 247.3 (54.1)
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7. Looking south from M.P.248.3 (53.1)
8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)

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TYPICAL VIEWS
Pacific Highway
South of Salem

1. Looking north from M.P. 245.8 (55.6)
2. Looking north from M.P. 246.1 (55.3)
3. Looking south from M.P. 246.8 (54.6)
4. Looking north from M.P. 247.3 (54.1)
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8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)

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TYPICAL VIEWS
Pacific Highway
South of Salem

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3. Looking south from M.P. 246.8 (54.6)
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6. Looking north from M.P.247.8 (53.6)
7. Looking south from M.P.248.3 (53.1)
8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)

Sunnyside
Turner
EXIT 1/2 MILE

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TYPICAL VIEWS
Pacific Highway
South of Salem

1. Looking north from M.P. 245.8 (55.6)
2. Looking north from M.P. 246.1 (55.3)
3. Looking south from M.P. 246.8 (54.6)
4. Looking north from M.P. 247.3 (54.1)
6. Looking north from M.P.247.8 (53.6)
7. Looking south from M.P.248.3 (53.1)
8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)

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Pacific Highway
South of Salem

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3. Looking south from M.P. 246.8 (54.6)
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6. Looking north from M.P.247.8 (53.6)
7. Looking south from M.P.248.3 (53.1)
8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)

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TYPICAL VIEWS
Pacific Highway
South of Salem

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2. Looking north from M.P. 246.1 (55.3)
3. Looking south from M.P. 246.8 (54.6)
4. Looking north from M.P. 247.3 (54.1)
6. Looking north from M.P.247.8 (53.6)
7. Looking south from M.P.248.3 (53.1)
8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)

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TYPICAL VIEWS
Pacific Highway
South of Salem

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2. Looking north from M.P. 246.1 (55.3)
3. Looking south from M.P. 246.8 (54.6)
4. Looking north from M.P. 247.3 (54.1)
6. Looking north from M.P.247.8 (53.6)
7. Looking south from M.P.248.3 (53.1)
8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)

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TYPICAL VIEWS
Pacific Highway
South of Salem

1. Looking north from M.P. 245.8 (55.6)
2. Looking north from M.P. 246.1 (55.3)
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6. Looking north from M.P.247.8 (53.6)
7. Looking south from M.P.248.3 (53.1)
8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)

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TYPICAL VIEWS
Pacific Highway
South of Salem

1. Looking north from M.P. 245.8 (55.6)
2. Looking north from M.P. 246.1 (55.3)
3. Looking south from M.P. 246.8 (54.6)
4. Looking north from M.P. 247.3 (54.1)
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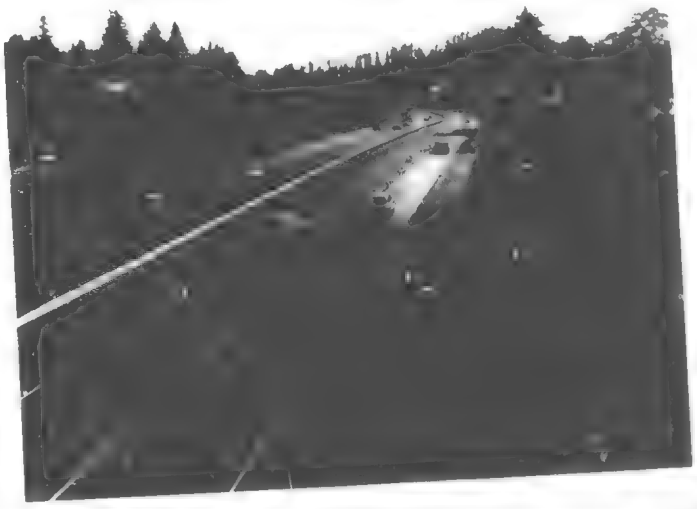
7. Looking south from M.P.248.3 (53.1)
8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)



12

TYPICAL VIEWS
Pacific Highway
South of Salem

1. Looking north from M.P. 245.8 (55.6)
2. Looking north from M.P. 246.1 (55.3)
3. Looking south from M.P. 246.8 (54.6)
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6. Looking north from M.P.247.8 (53.6)
7. Looking south from M.P.248.3 (53.1)
8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)

1274

TYPICAL VIEWS
Pacific Highway
South of Salem

1. Looking north from M.P. 245.8 (55.6)
2. Looking north from M.P. 246.1 (55.3)
3. Looking south from M.P. 246.8 (54.6)
4. Looking north from M.P. 247.3 (54.1)
6. Looking north from M.P.247.8 (53.6)
7. Looking south from M.P.248.3 (53.1)
8. Looking north from M.P.248.3 (53.1)
9. Looking south from Illahee U-Xing at the congestion caused by slow moving trucks (#'s 9-12, same)

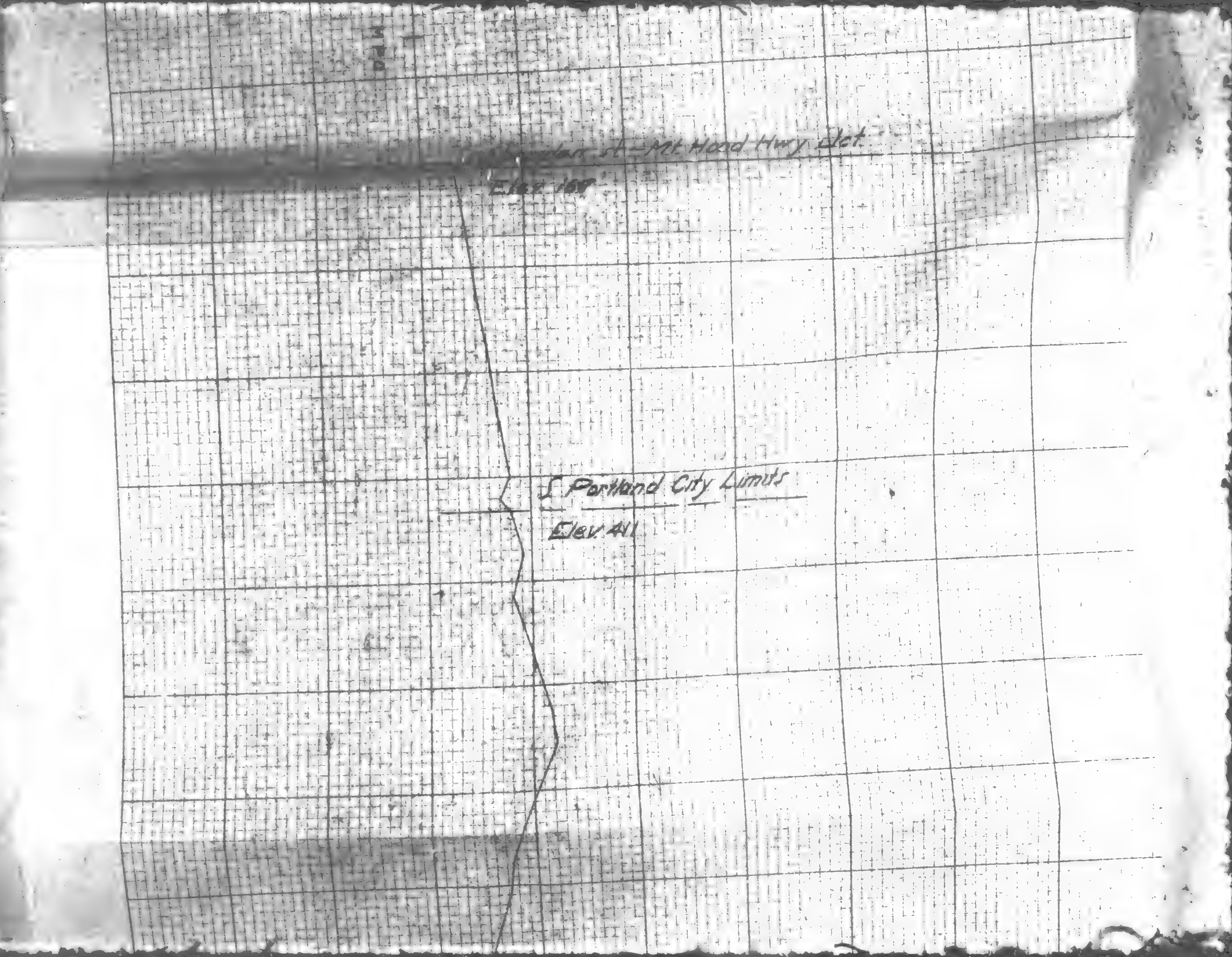
10C-30-S

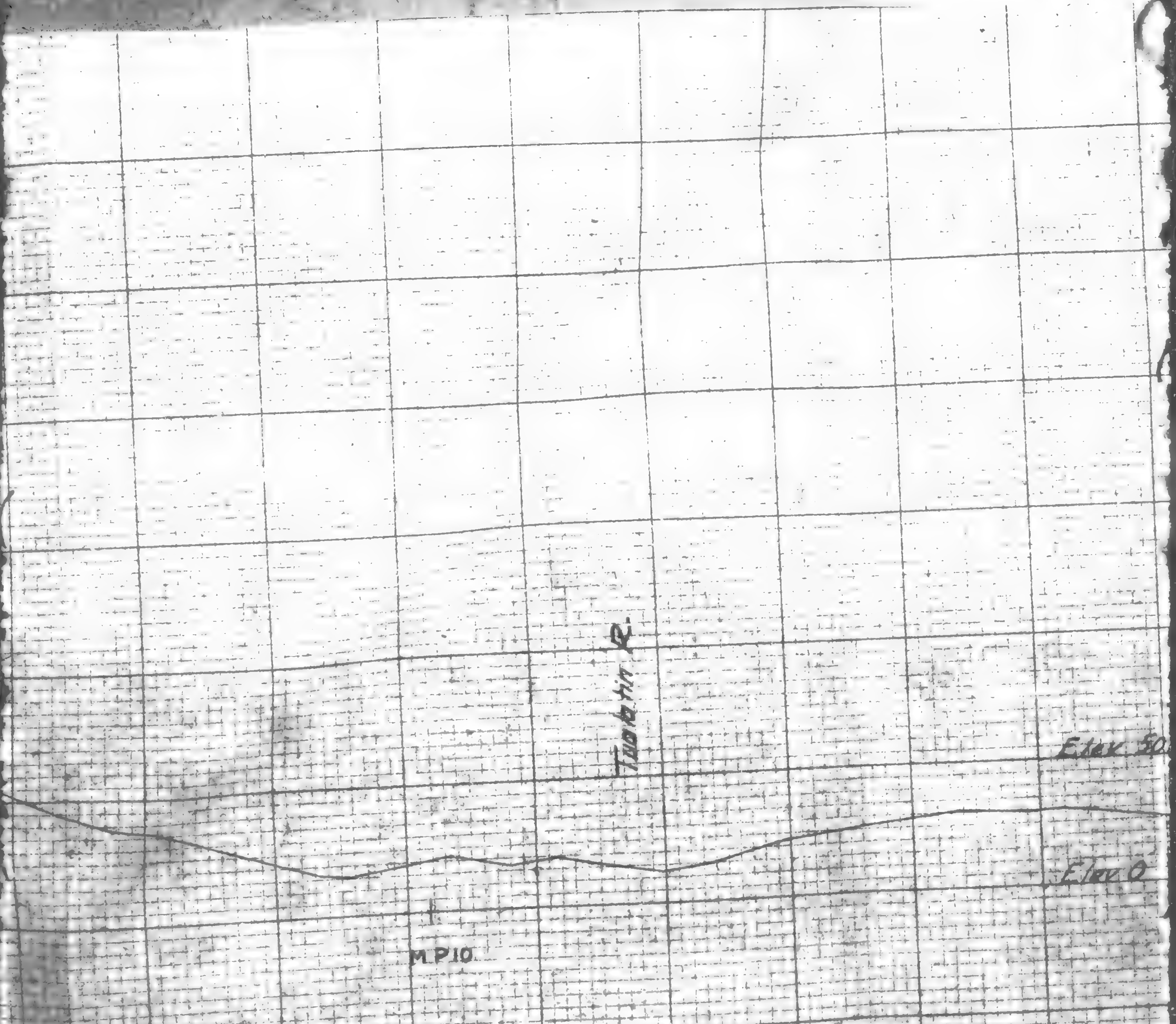
Oregon State Highway Dept
Condensed Profile
Portland Eugene
via
Baldock Expressway
Salem By-pass
Scales: 1" = 5000' Horiz.
1" = 500' Vert.

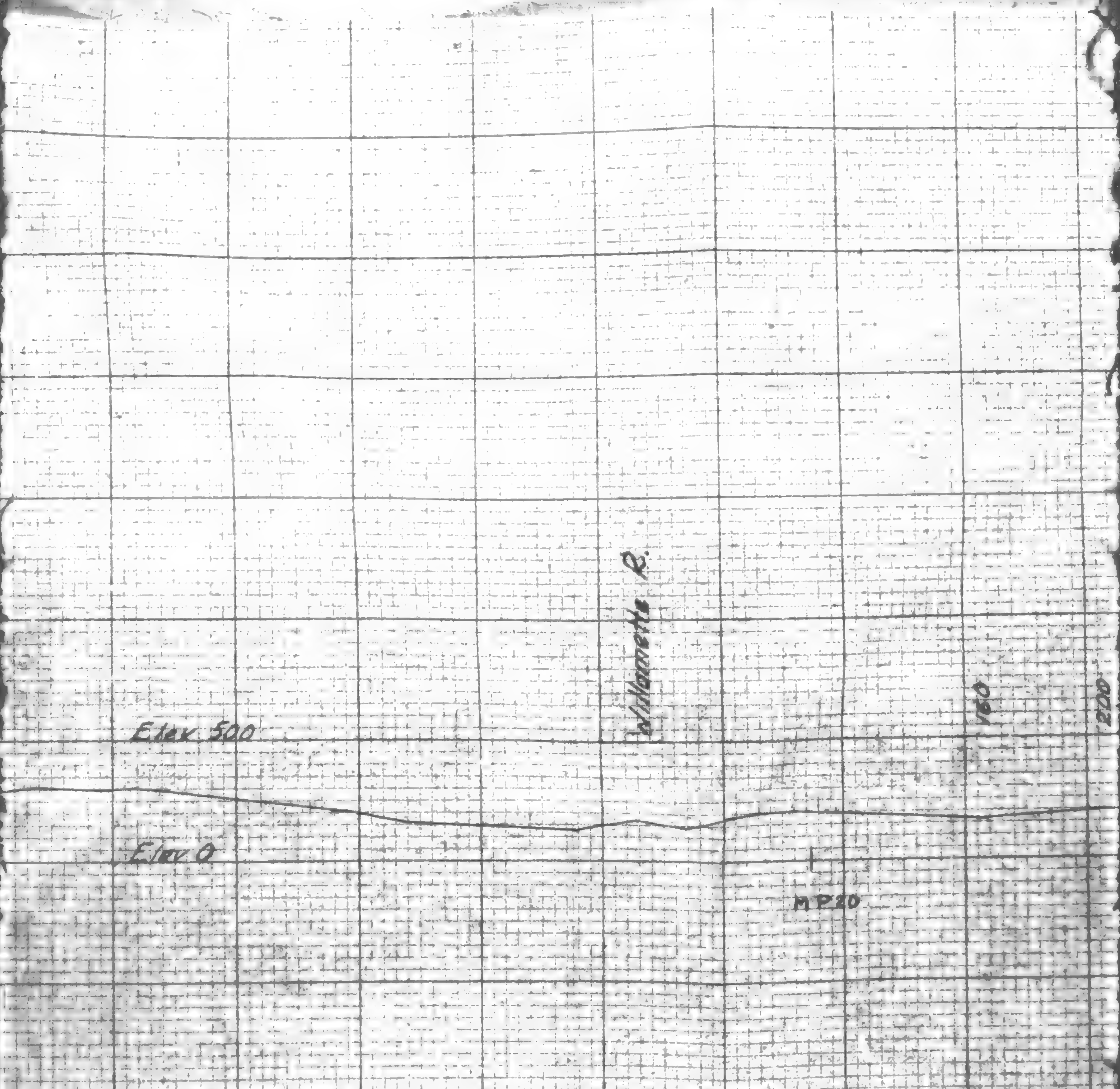
Dec. 1956

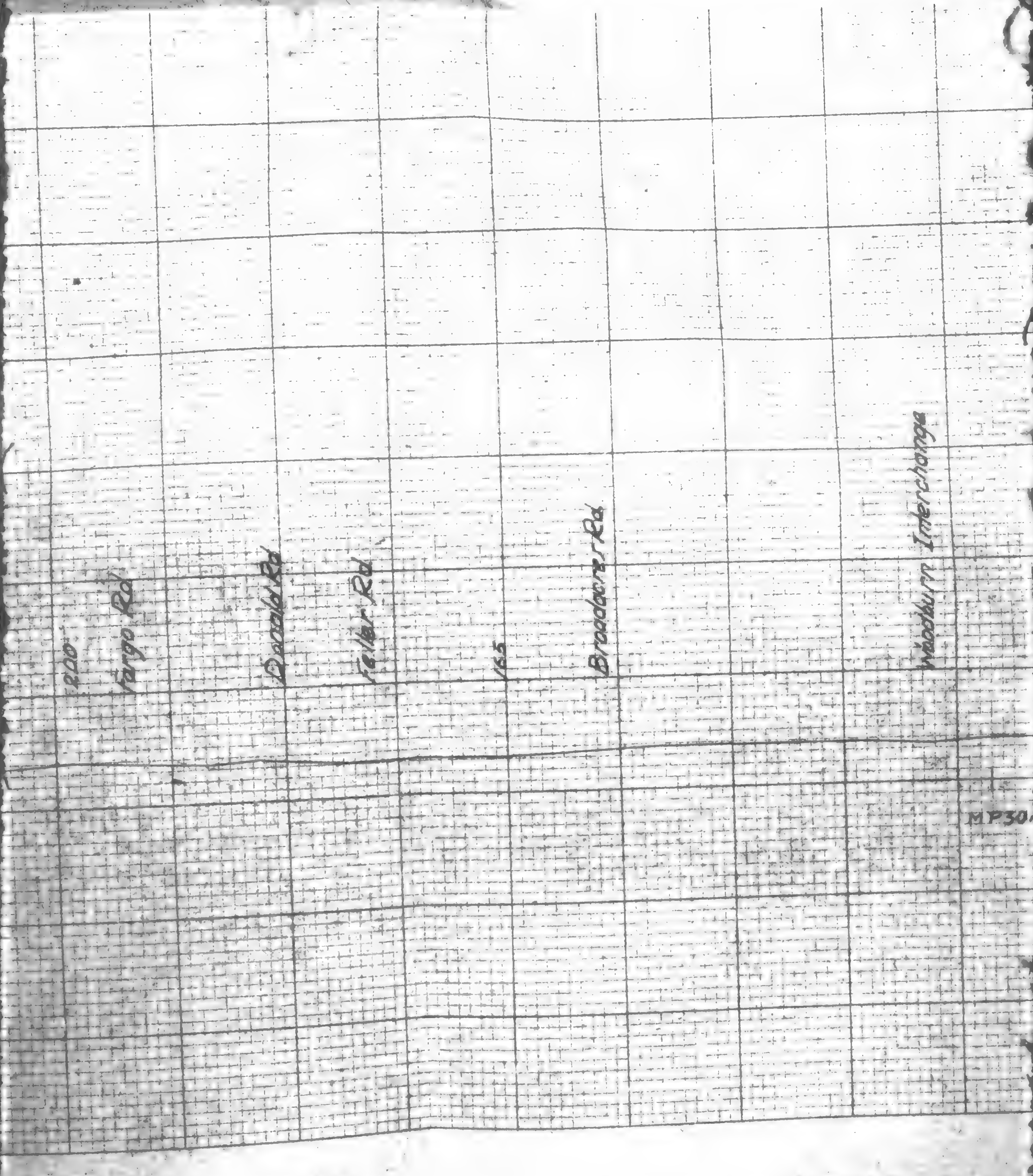
MFO

Sheridan St - Mt Hood Hwy Jct.
Elev 16[illegible]

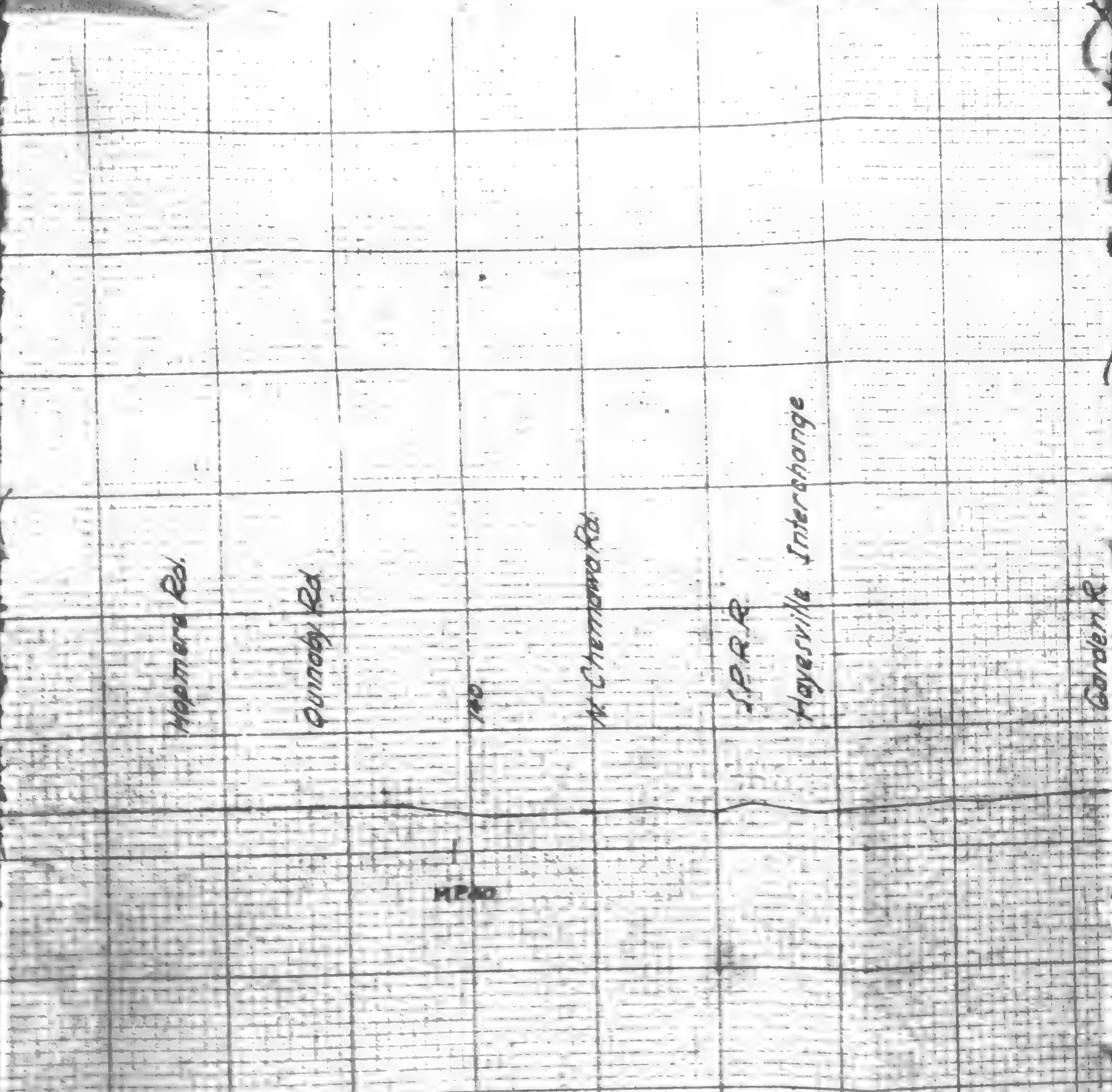

MPO
[illegible] St – Mt. Hood Hwy Jct.
Elev. 168
E Portland City Limits
Elev. 411

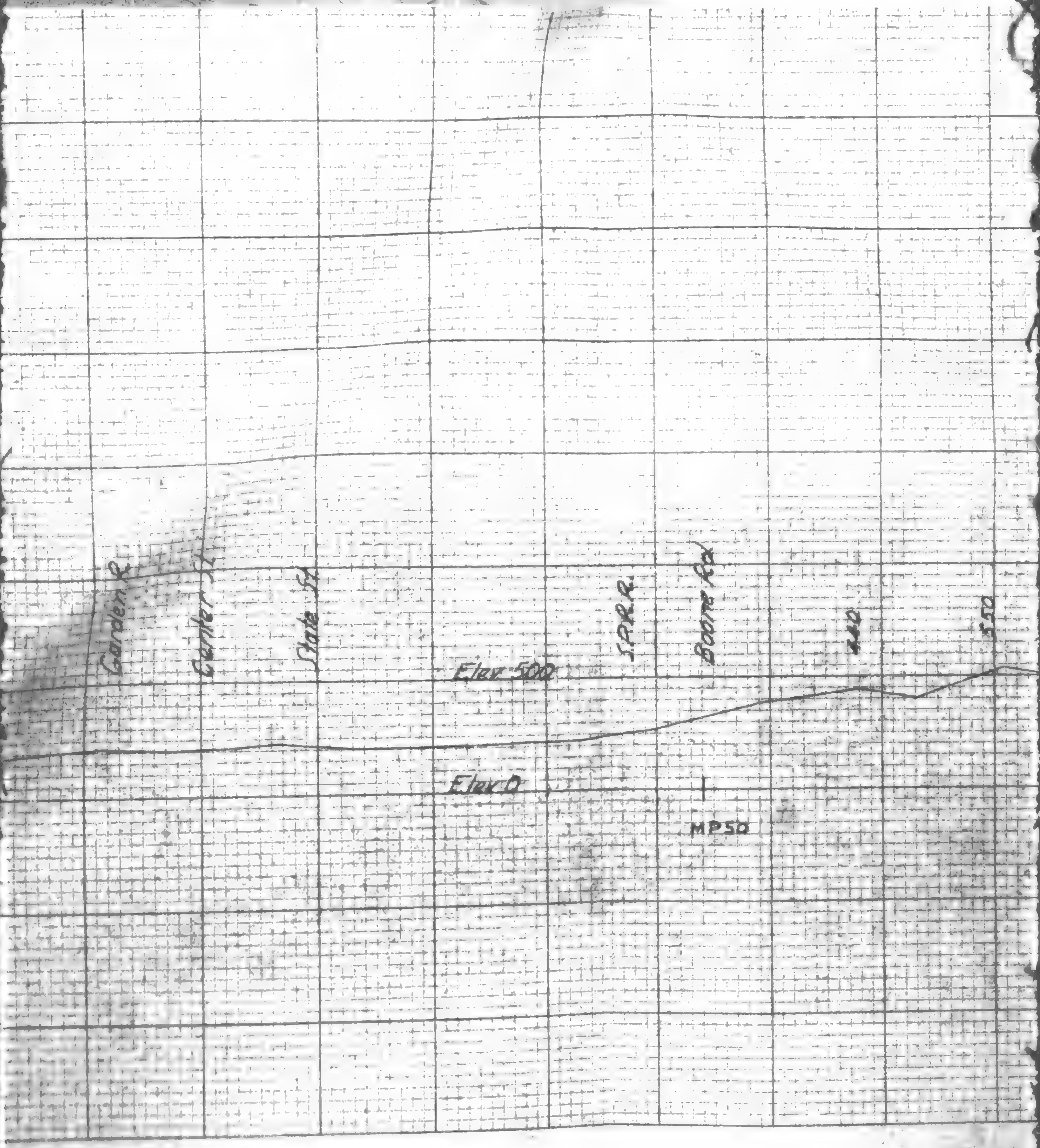

Tualatin R.
Elev. 50
Elev. 0
M.P.10.

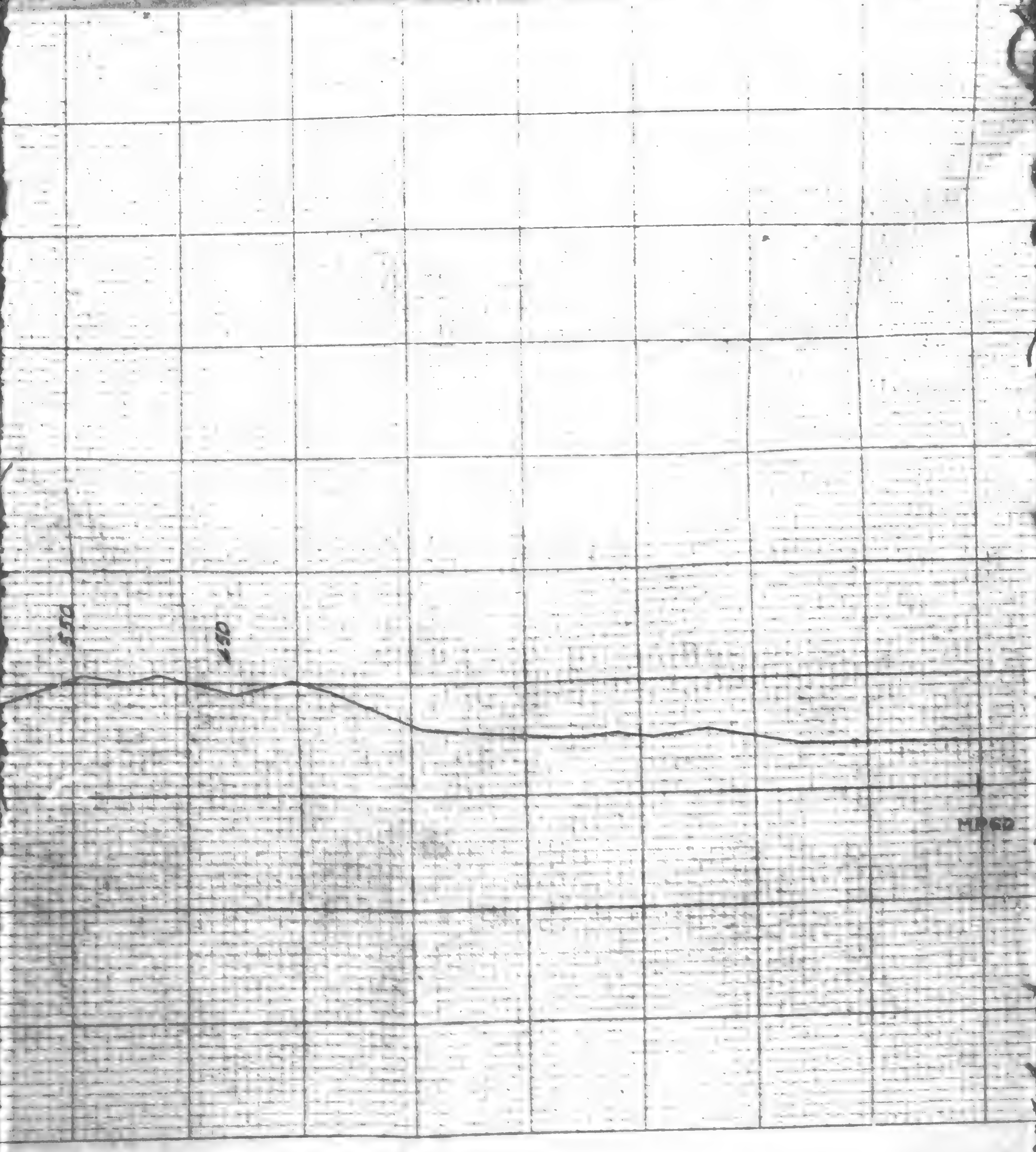
Willamette R.
160
200
Elev 500
Elev 0
MP 20

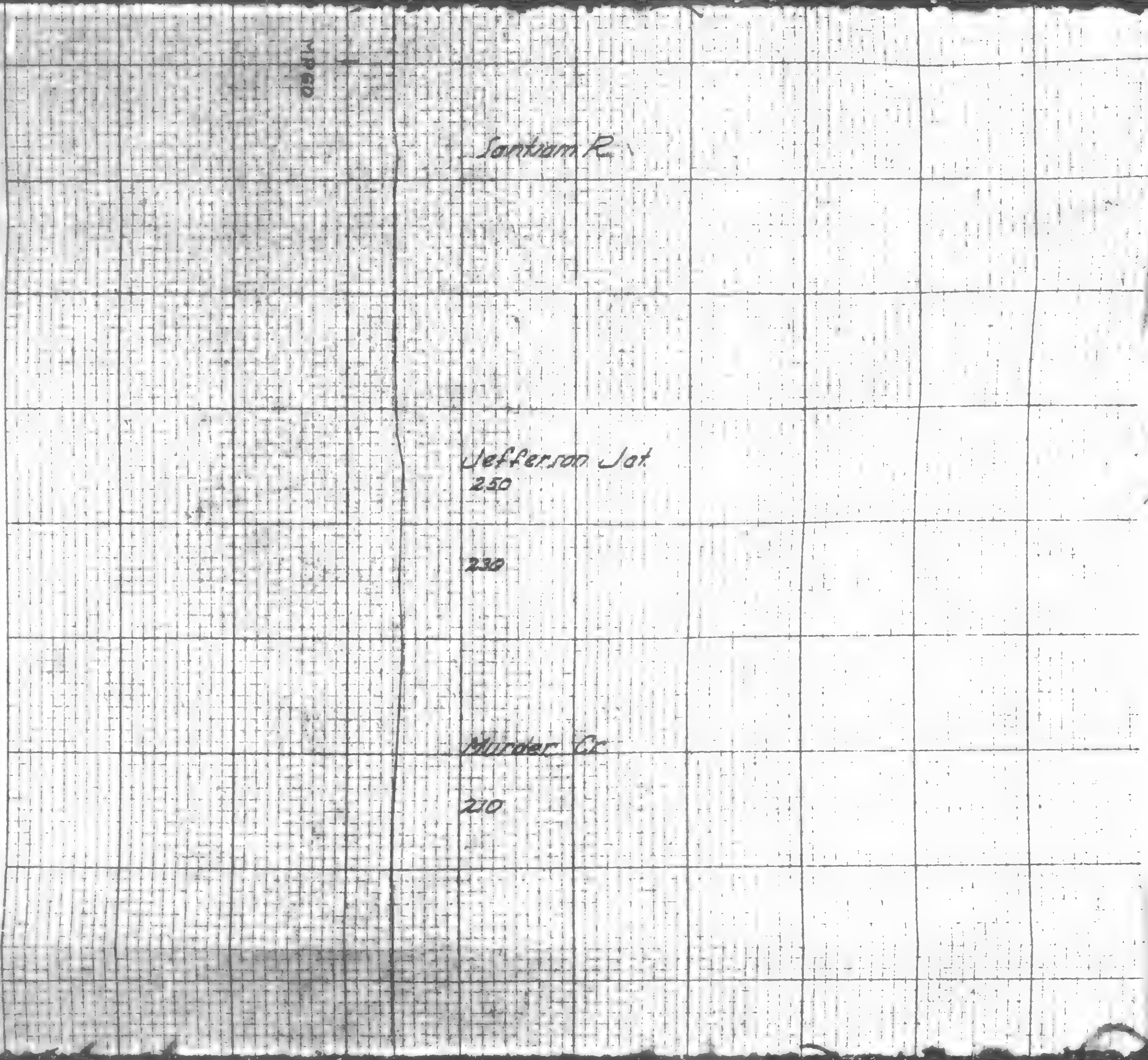

200
Fargo Rd
Donald Rd
Feller Rd
165
Broadacres Rd
Woodburn Interchange
MP30

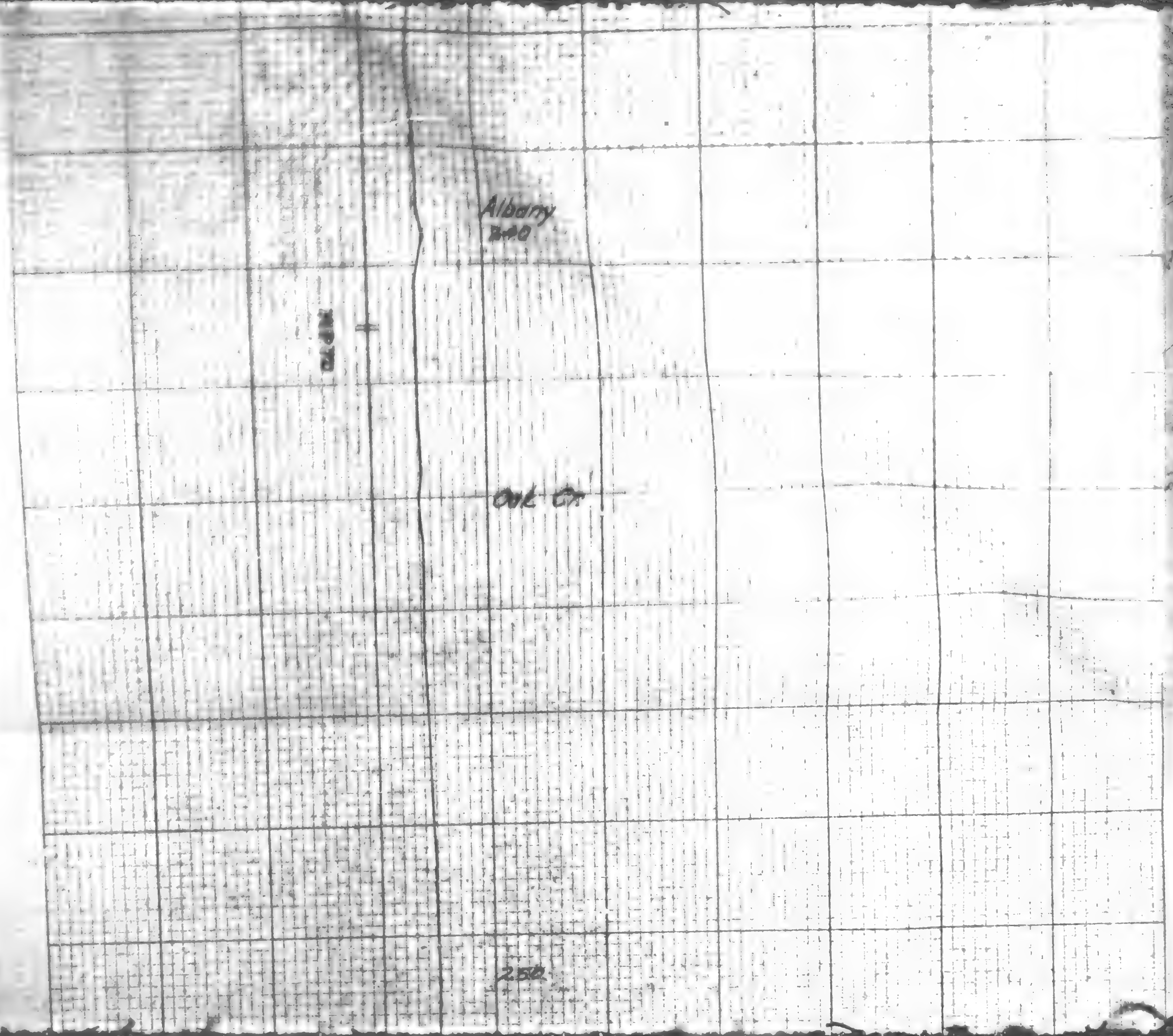
Woodburn Interchange
Gervais Rd.
I 5
Concomly Rd.
Waconda Rd.
MP30

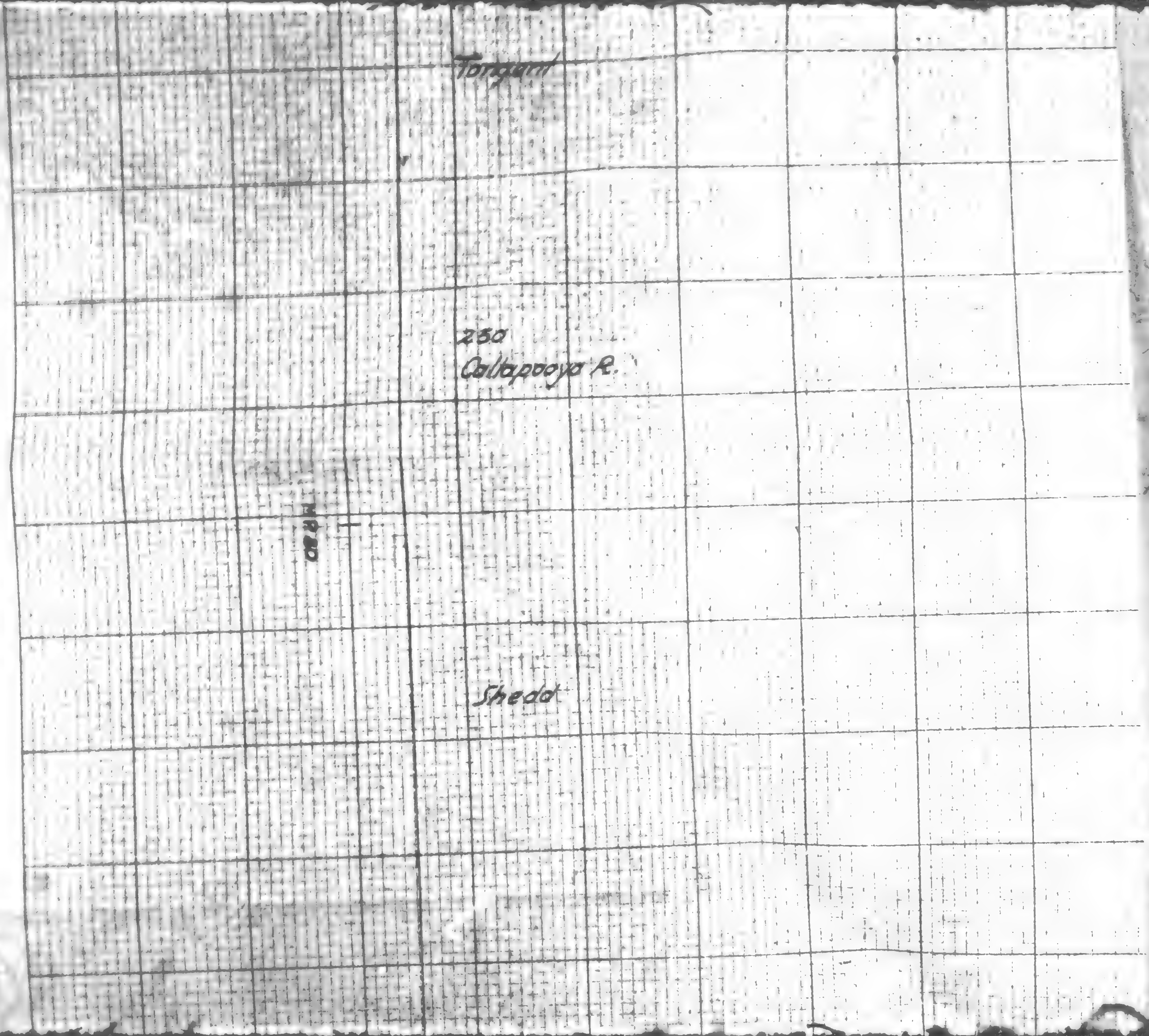

Hopmere Rd.
Quinaby Rd.
N. Chemawa Rd.
S.P.R.R.
Hayesville Interchange
Gordon R
MP260

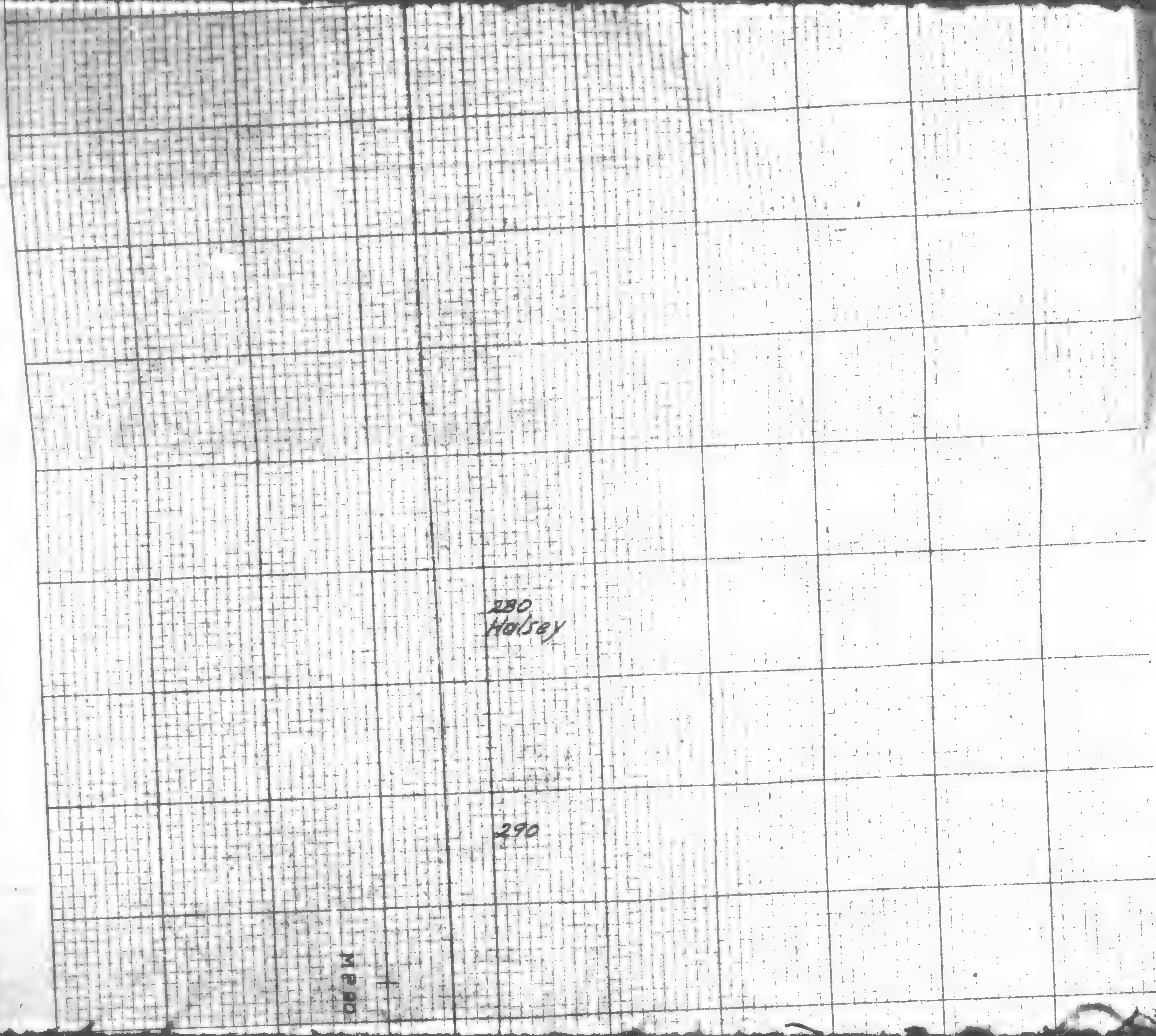

Garden R.
Center St.
State St.
S.P.R.R.
Boone Rd.
440
550
Elev 500
Elev 0
MP50

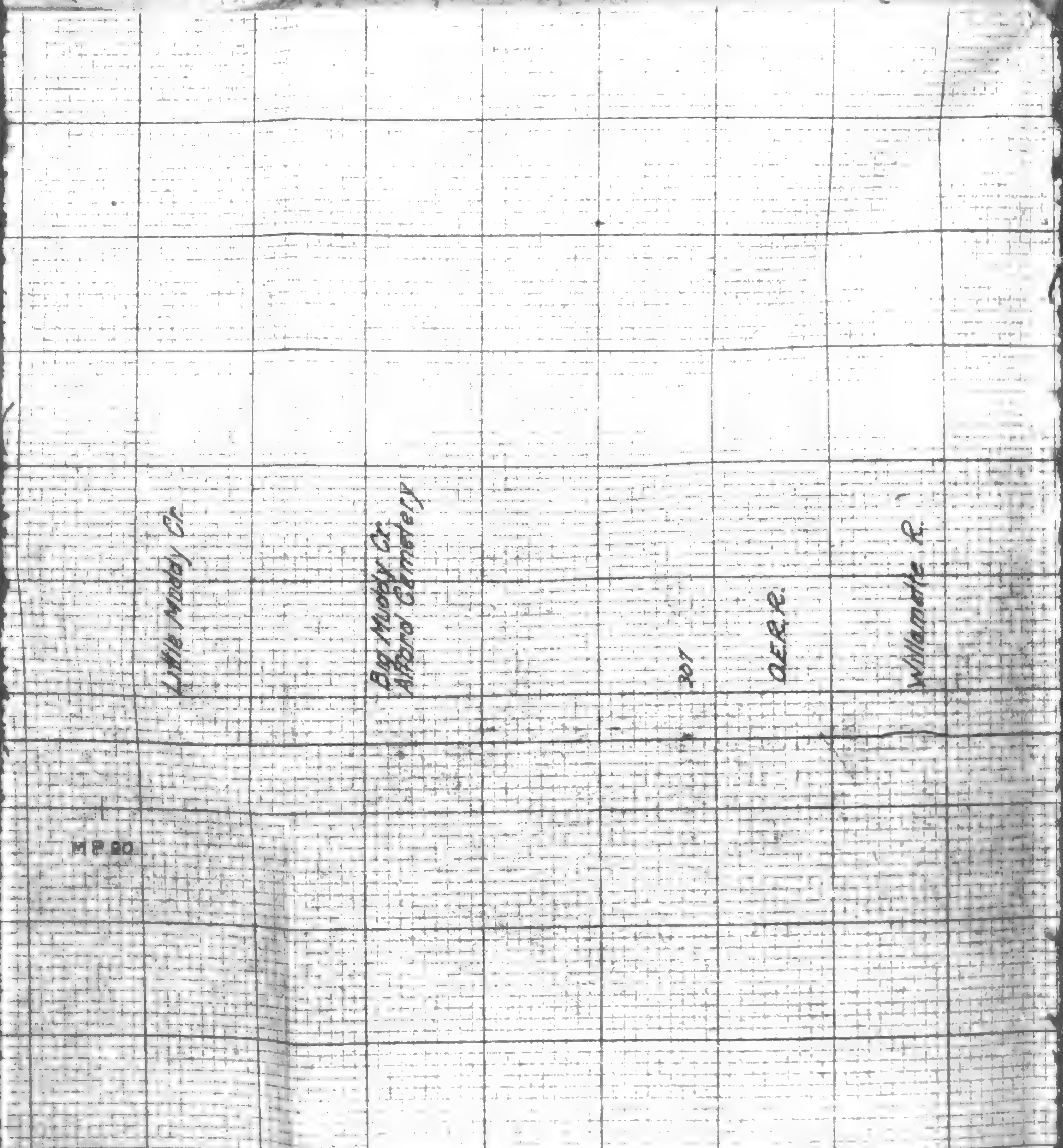

550
450
MP60

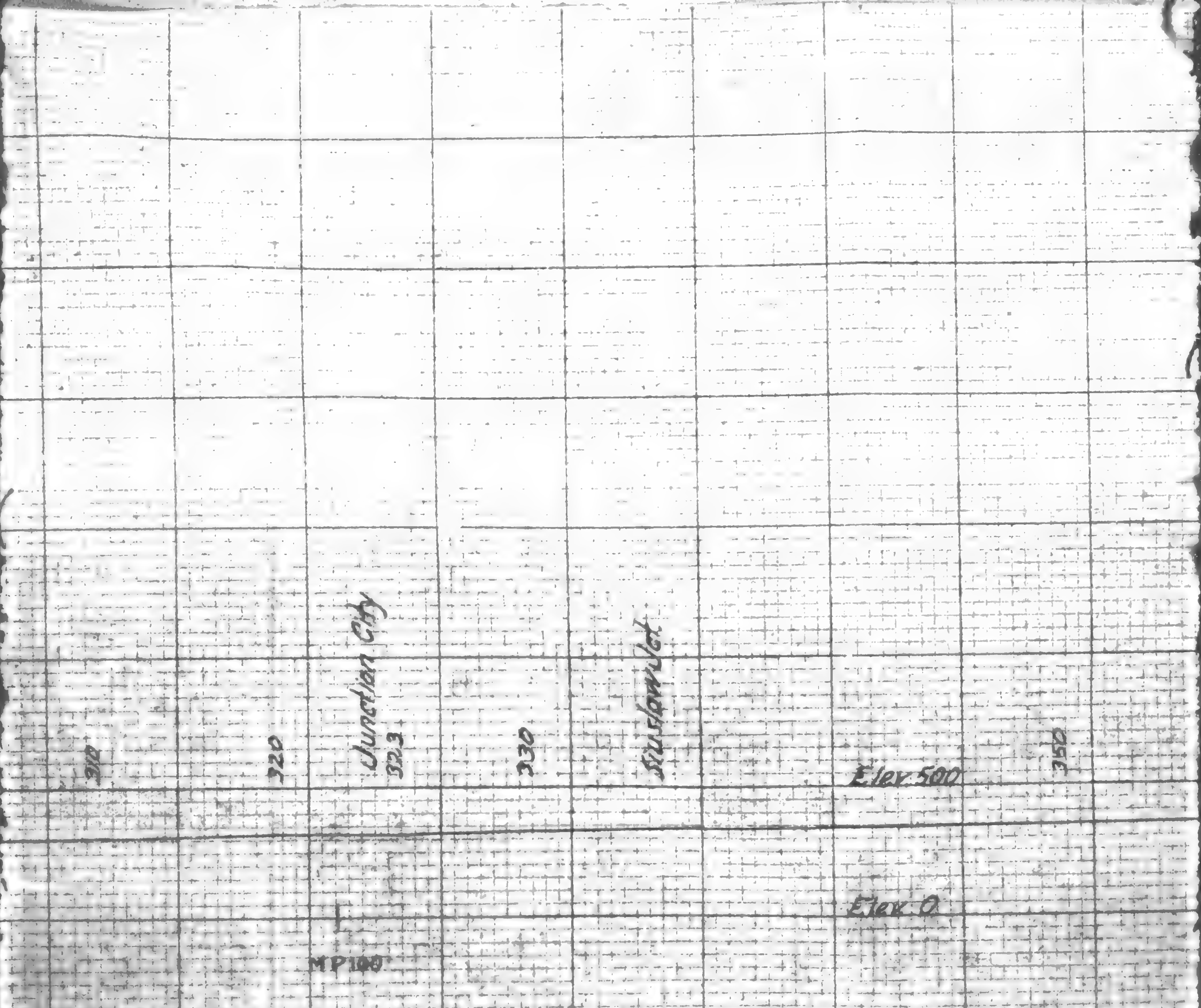

MP 60
Santiam R.
Jefferson Jct
250
230
Murder Cr
210

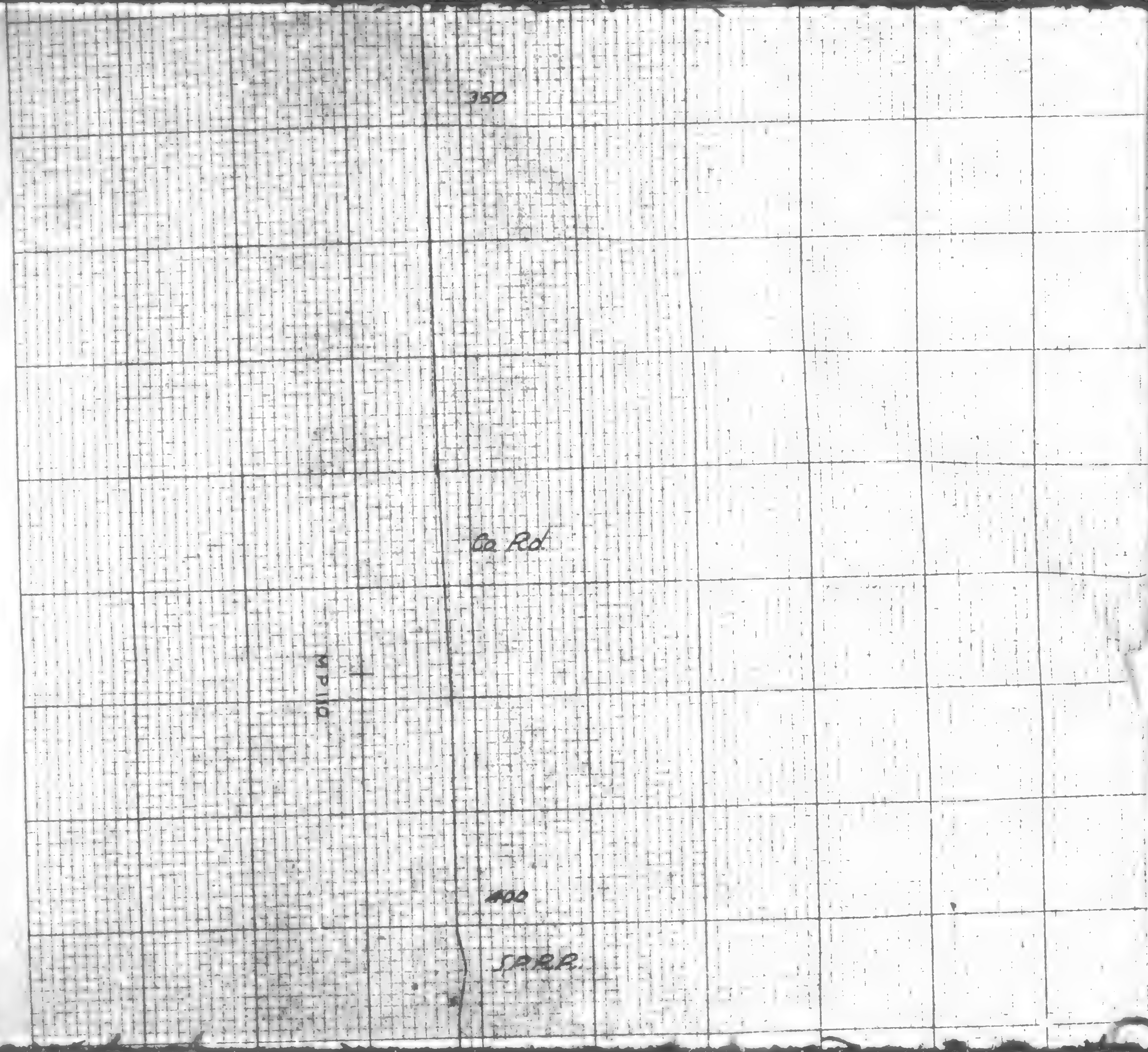

Albany
240
MP 70
Owl Cr
250

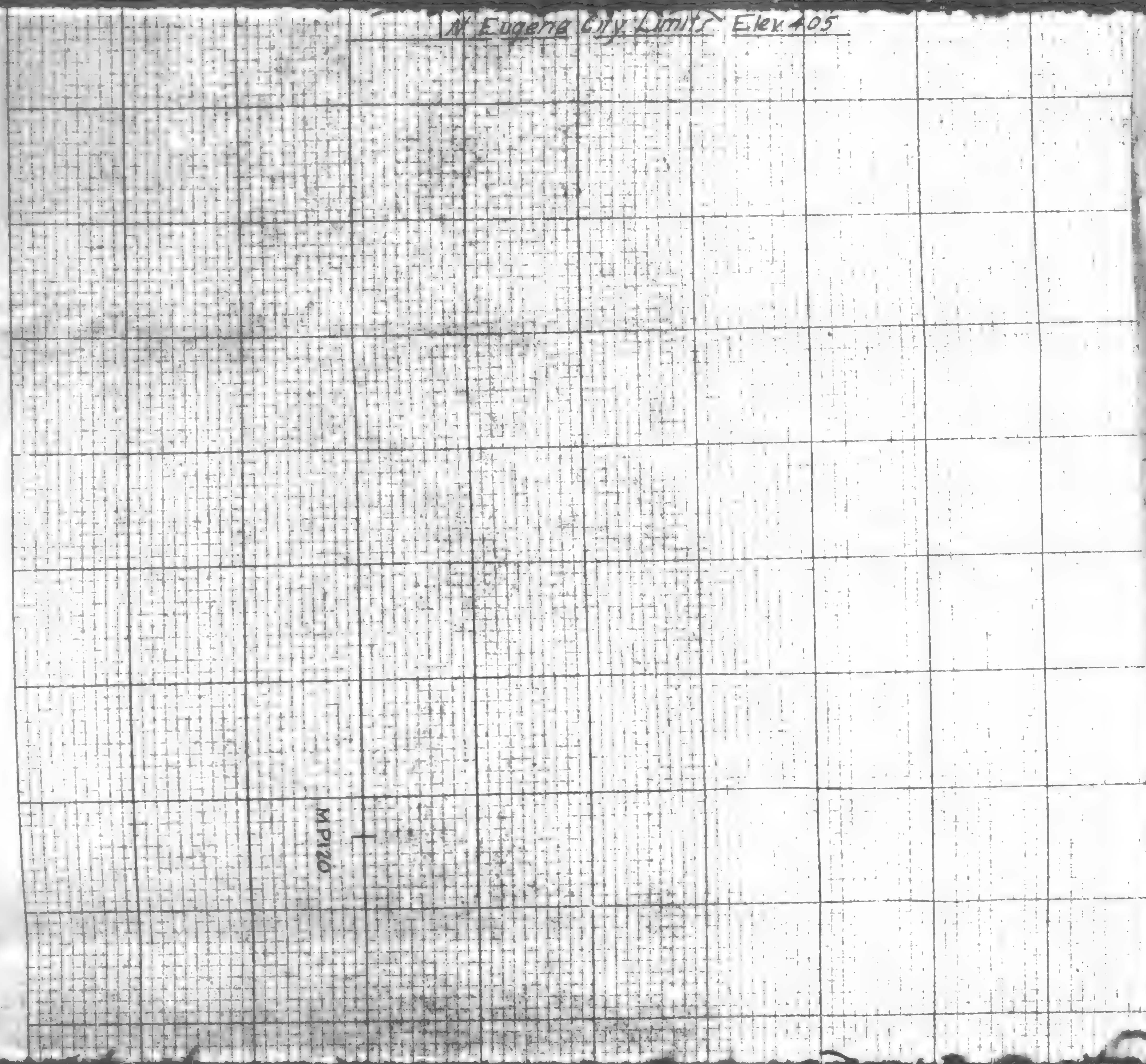

Tangent
230
Callapooya R.
MP 80
Shedd


280
Halsey
290
MP 80


Little Muddy Cr.
Big Muddy Cr.
Alford Cemetery
201
O.E.R.R.
Willamette R.
MP 20


310
320
Junction City
32.3
330
Silsdown Jct
Elev 500
350
Elev 0
MP100


350
Co Rd.
MP 110
400
S.P.R.R.

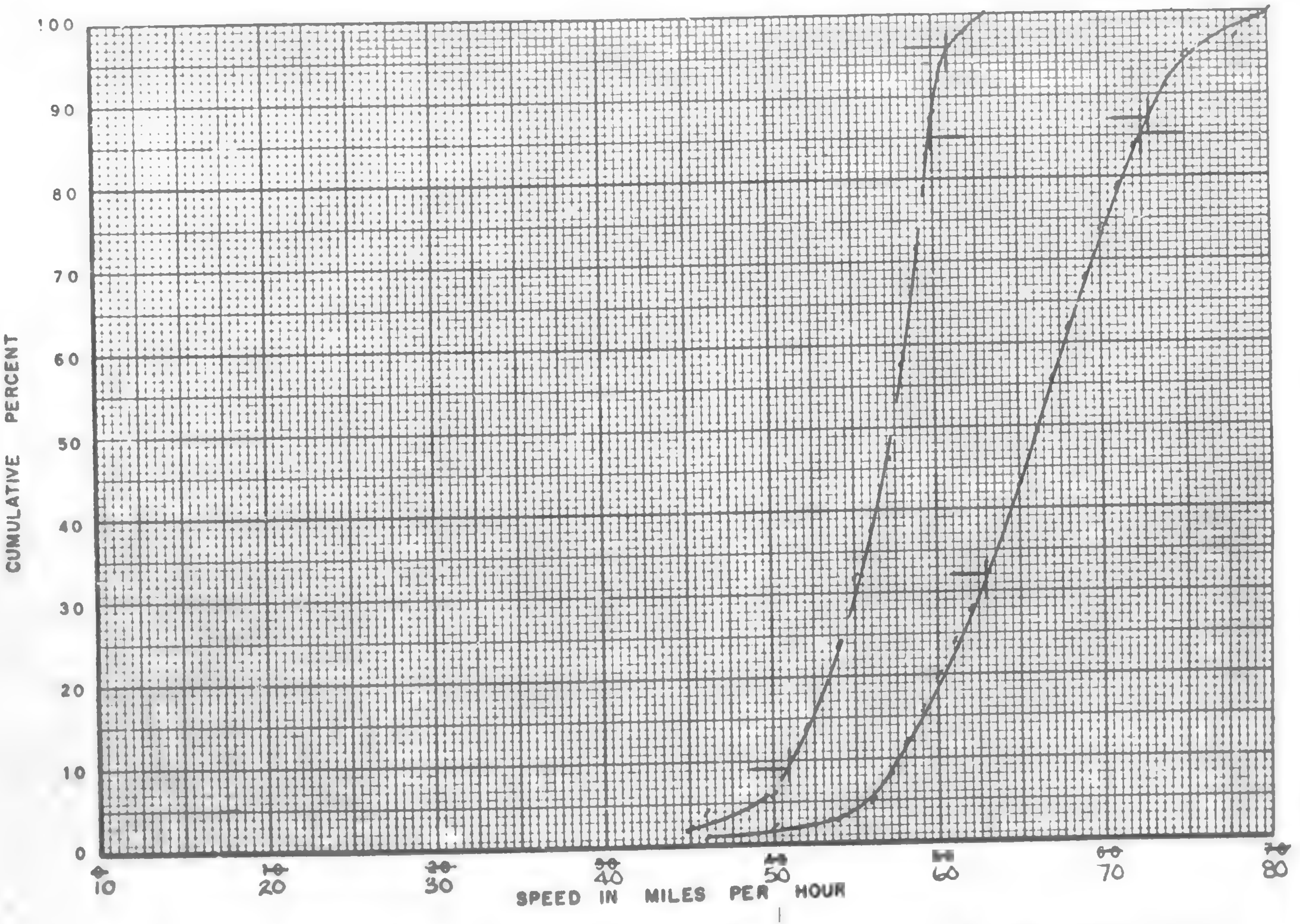

N. Eugene City Limits Elev. 405
MP120

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. I-5
HIGHWAY NO. 1
MILE POST 244.74
GENERAL LOCATION North Jefferson Interchange

DATE August 19, 1971
TIME 2:05 PM TO 3:35 PM
WEATHER CONDITION Cloudy-dry
NUMBER IN SAMPLE 100 cars, 50 trucks

———— North BOUND cars
— — — North BOUND trucks



ITEM	North BOUND cars	North BOUND trucks
85% SPEED	72.50	60.00
PACE LIMITS	63-73	51-61
% IN PACE	55	87
MAX. SPEED	80	63

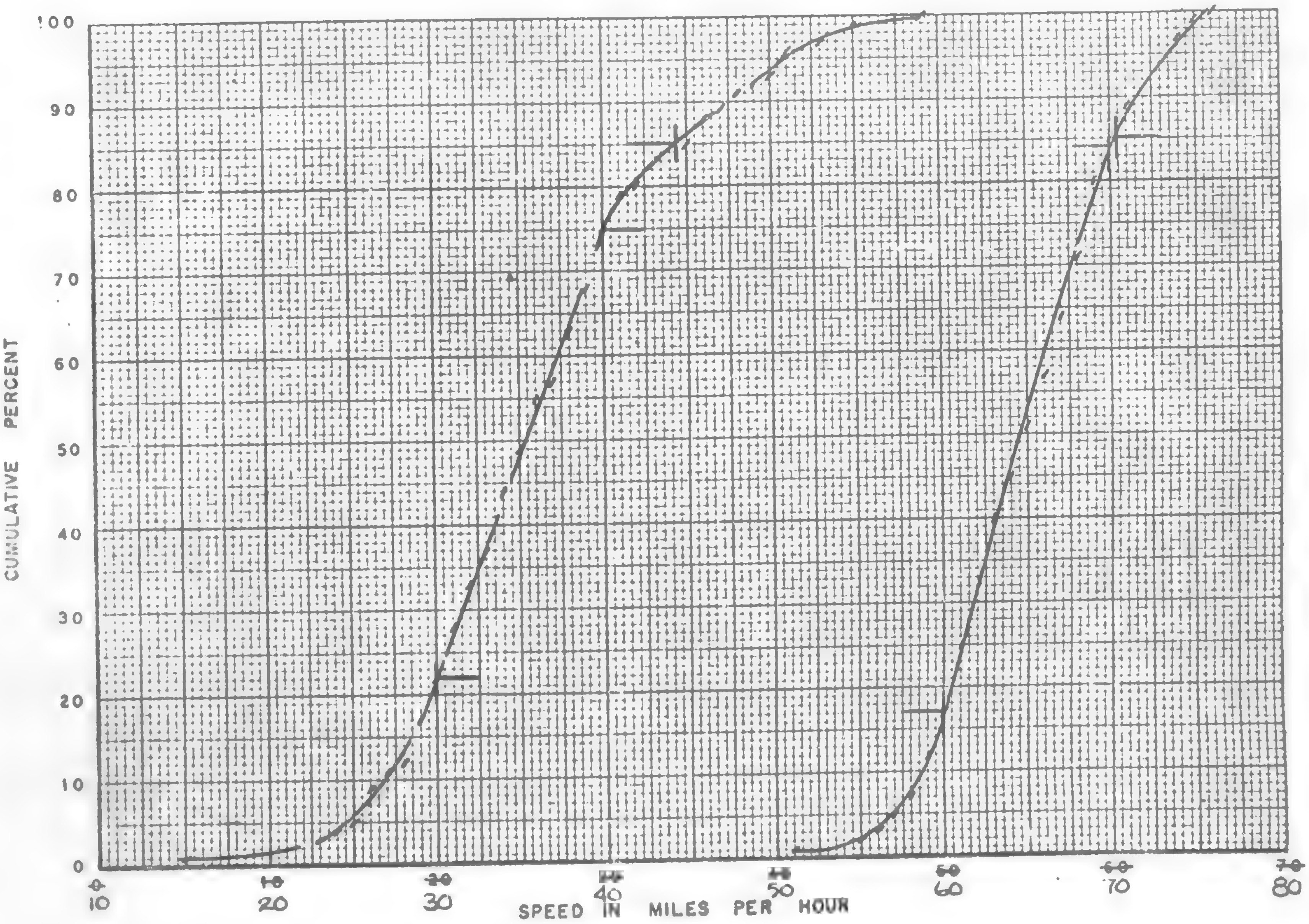
Val

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. I-5
HIGHWAY NO. 1
MILE POST 247.10
GENERAL LOCATION Illahee U-Xing

DATE August 19, 1971
TIME 3:15 PM TO 4:00 PM
WEATHER CONDITION Clear-dry
NUMBER IN SAMPLE 100 cars, 75 trucks

——— North BOUND cars
— — — North BOUND trucks



ITEM	North BOUND cars	North BOUND trucks
85% SPEED	70.50	44.50
PACE LIMITS	60-70	30-40
% IN PACE	67	53
MAX. SPEED	76	59

Accident Cost Analysis

Accidents from January 1, 1970 to May 31, 1971

2 Fatalities		$42,700 each	=	$ 85,400
33 Injuries	X	2,550 each	=	84,150
25 Property Damage Only		380 each	=	9,500
		17 month cost	=	$179,050
		Annual cost	=	$126,600

If accident rate is reduced from 2.70 to the average of 1.06 the annual cost would be $ 50,600

Annual savings would then be $ 76,000

The cost recovery factor of .0726 for 30 year life at 6 percent interest gives an expenditure cost of $1,050,000.

Note: Current unreported property damage accidents would affect this by a slight amount--if the number were tripled the cost justified would be $1,095,000.

May 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 1972 Interstate Estimate, Proposed
Climbing Lanes at Illahee Hill

Attached is an estimate of cost for the proposed climbing lane on I-5 northbound at Illahee Hill. This will supplement the justification submitted to your office on May 6.

The estimate includes an adjustment to the frontage road required near Station 345. No adjustments are anticipated at this time for the Turner Road Interchange. However, the Illahee undercrossing will need to be revised. The northbound lane presently has 44'6" horizontal clearance and 15'1" vertical clearance under the structure. This undercrossing was the site of an accident in which four persons were killed and one was injured when a car struck the pillars in 1969. Newspaper reports criticized the design of the Interstate Highway at this point.

It is hoped that this additional information will enable you to approve this climbing lane.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Att.

cc: R. L. Porter
Victor D. Wolfe
Tom Edwards
L. H. Young

JR:bb srb

ILLAHEE HILL CLIMBING LANE

WITH FRONTAGE ROAD ADJUSTMENT

(B 2.3)

	Unit	Net Quantities	Allow.	Gross Quantities	Unit Cost	Cost
General Exc. Interm.	Cu.Yd.	107,300	21,500	128,800	.92	$ 118,496
Overhaul	C-Yd.Sta.	26,250	5,250	31,500	.40	12,600
Trench Exc., Unclass.	Cu.Yd.	58	12	70	5.61	393
Ditch Exc., Unclass.	Cu.Yd.	80	20	100	3.50	350
12" Culv. Pipe	Lin.Ft.	182	38	220	3.79	834
18" Culv. Pipe	Lin.Ft.	45	10	55	5.97	328
Conc. Inlet, G-2M	Each	1	-	1	311.96	312
36" Culv. Pipe	Lin.Ft.	45	10	55	12.62	694
36" Culv. End Sections	Each	2	-	2	207.75	416
Asphaltic Concrete	Ton	1,540	160	1,700	5.50	9,350
Asphalt in AC Mix	Ton	100	10	110	35.00	3,850
Plant Mix Bit. Base	Ton	1,155	115	1,270	5.50	6,985
Asphalt in PMBB	Ton	64	6	70	37.80	2,646
3/4" - 0 Material in Base	Ton	1,894	186	2,080	4.52	9,402
Plant Mix Base Material	Ton	19,837	1,983	21,820	2.75	60,005
120-150 Asphalt	Ton	1	-	1	56.79	57
RS-1 Asphalt	Ton	1	-	1	56.17	56
Furnish and Placing Aggregates	Cu.Yd.	2	-	2	6.42	13

		$ 226,787
20% Engr. & Cont.		45,213
Const. Total (B 2.3)		$ 272,000
R/W (2.3)	6,000	
R/W (3.0)	109,000	
Const. (3.0)	518,000	
Subtotal		$ 905,000
Illahee Str. (3.0)		200,000
GRAND TOTAL		$1,105,000

ILLAHEE HILL CLIMBING LANE

WITH FRONTAGE ROAD ADJUSTMENT

(B 3.0.0)

	Unit	Net Quantities	Allow.	Gross Quantities	Unit Cost	Cost
Clearing	All	-	-	All	-	$ 7,000
Demolition	All	-	-	All	-	65,000
Rounding Cutbanks	Lin.Ft.	2,100	420	2,520	.18	454
General Exc. Interm.	Cu.Yd.	79,478	15,922	95,400	0.92	87,768
General Exc. Solid	Cu.Yd.	14,800	3,000	17,800	1.80	32,040
Trench Exc., Unclass.	Cu.Yd.	997	203	1,200	5.61	6,732
Ditch Exc., Unclass.	Cu.Yd.	1,412	288	1,700	3.50	5,950
Trench Exc., Over 12'	Cu.Yd.	540	110	650	10.71	6,962
Extra for Pipe Under Pavement	Lin.Ft.	125	25	150	78.84	11,826
12-inch Culv. Pipe	Lin.Ft.	55	15	70	3.79	265
18-inch Culv. Pipe	Lin.Ft.	69	11	80	5.97	478
6-inch Perf. Drain Pipe	Lin.Ft.	7,000	1,400	8,400	1.58	13,272
Special Backfill in Drains	Cu.Yd.	965	185	1,150	5.76	6,624
24-inch Culv. Pipe	Lin.Ft.	392	78	470	7.56	3,553
Finishing Roadbed and Slopes	Mile	1.0	-	1.0	6,343.49	6,343
Salvage and Reinstall Culv. Pipe	Lin.Ft.	42	8	50	17.89	895
Extra for Paving Appr.	Each	8	2	10	54.89	549
Asphaltic Concrete Mix	Ton	5,387	563	5,950	5.50	32,725
Asphalt in AC Mix	Ton	350	40	390	35.00	13,650
Plant Mix Bit. Base	Ton	2,693	267	2,960	5.50	16,280
Asphalt in PMBB	Ton	148	12	160	37.80	6,048
RS-1 Asphalt	Ton	20	2	22	56.17	1,236
3/4" - 0 Material in Base	Ton	2,482	248	2,730	4.52	12,340
Plant Mix Stone Base	Ton	30,861	3,089	33,950	2.75	93,363
						$ 431,353
			20% Engr. & Cont.			86,647
			Const. Total (B 3.0.0)			$ 518,000

RECEIVED

2

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: July 28, 1971

In reply refer to: 08-35-DB

Maint
Loc
Rtg

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

[illegible]

SUBJECT: Oregon Project I-5-4(-)234
Proposed Climbing Lane at Illahee Hill
Interstate 5

4295

Reference is made to your May 6 request for approval of FAI fund participation for the addition of a climbing lane at Illahee Hill south of Salem. A previous request had been denied in 1968; and after review by our Washington office, your request is again denied. However, the denial is based on this section being considered as a completed section of Interstate highway and not eligible for further FAI funding unless justified in accordance with PPM 21-16. The analysis made by our Washington office is attached for your information.

We would suggest a concerted effort be made to justify this project as a safety project under the procedures set forth in PPM 21-16.

Our policy for safety work to be properly classed as a Federal-aid Highway Safety Improvement project requires that the location and/or element proposed for correction must satisfy the following requirements:

1. Identified as needing improvement based on accident analysis, and

2. Expected to produce a measurable reduction in number and/or severity of accidents.

Documentation for support of FAI fund financing for this project should include information on the five following items and in addition other available data demonstrating benefits or need:

NOTED
R. D. ASBURRY

1. A compilation of accident experience, normally for one year or more. Mere quotation of numbers of accidents or even a showing of accident locations on a layout sketch is insufficient. The accident information should include a collision diagram with a narrative discussion of accident patterns and likely causal factors related to the site conditions. Perhaps documented observations of the operational characteristics at that location will help to identify causal factors.

(more)

young
8-2-71

NOT
F. B. KLA

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

c.c: Crandall for info req'd.
8-2-71
ms

2. Accident experience presented in support of the proposed work should be analyzed to show how the existing facility caused or contributed to it. A statistical analysis should be made to determine if the subject location or site of proposed improvement has a significantly higher accident rate than the average rate related to this specific highway condition or element.

3. There should be evaluation of likely alternate improvements and their estimated costs from which determination is made of the proposed improvement.

4. A cost effectiveness analysis should be prepared showing expected reduction in accident costs after the improvement in relation to the cost of the improvement. In consideration of Paragraph 3b(2) of PPM 21-16, it is desirable that work which is expected to return more benefits per dollar spent be performed before work offering less return.

5. It should be demonstrated that the proposed improvement ranks high on the priority list of safety improvements that could be made on Interstate highways in this State.

Our Area Engineer, Mr. Lyle Renz, may be able to help you with preparation of a submission. Please feel free to call on him.

Enclosure
Wash. Off. analysis

cc:
Region (08-00.33)
J. B. Boyd, Reg Engr, OSHD, Region II/enc.

RECEIVED
JUL 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 1971
PROGRAM & PLANNING
DIVISION

JUL 9 1971

Mr. R. M. Phillips
08-00.333 Regional Federal Highway Administrator
Portland, Oregon

EN-21

M. F. Maloney, Director
Office of Engineering
Washington, D.C.

BY: D. W. Loutzenheiser, Chief
Highway Design Division

Wm. P. Walker

Oregon I-5 - Proposed Climbing Lane at Illahee Hill

Reference is made to Mr. H. B. Henry's memorandum of June 18, 1971, submitting a new State request for approval of FAI fund participation for the addition of a climbing lane at Illahee Hill south of Salem. The addition of this climbing lane is proposed as needed for 1975 traffic. This request was considered previously and was determined to be the responsibility of other than FAI funds by our memorandum of June 19, 1968.

As stated in the submission, this section was originally constructed without Interstate funds; however, in 1962 the pavement was overlaid and the median was improved with Interstate funds. As such, this section must be considered as a completed section of Interstate highway and not eligible for further FAI funding unless justified in accordance with PPM 21-16. We are aware that there are sections of the system constructed since 1956 with FAI financing that will become deficient within the next few years. It is desirable that these sections be improved so that they will be adequate for 1975 traffic. However, projects built initially with FAI funds or on which major improvements have been accomplished with FAI funds are not eligible for further improvement with funds from that source. Any different policy would be in conflict with legal interpretations of the basic legislation. It is, therefore, necessary that further improvements to this section on which major improvements have been accomplished with FAI financing be considered the responsibility of other than FAI funds unless justified in accordance with PPM 21-16.

1026 RECEIVED
AUG 18 1971
FORM E-30 (REV. 10-69)
FOR FILING

[illegible]
Sec
Rtg - Gen

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
June 25, 1971

SUBJECT: High Accident Locations

To: F. B. Klaboe
Asst. State Highway Engineer
BUILDING

Illahee
Hill

The attached material involves the High Accident Location Diagnostic Team's report to Mr. Edwards. Mr. Edwards in turn requested this office to analyze each of these locations to determine exactly what the traffic problem might be in each instance, and also, if an appropriate solution to the problem might be found.

The following items are listed in order of the Diagnostic Team's report:

Maint
Sec
Rtg-Gen
SP

1. Illahe Hill: The Diagnostic Team's report involved the northbound direction. A copy of the collision diagram for this entire section is attached. The undercrossing is at approximately the summit of the hill. The accidents shown for the northbound uphill direction indicate a need for a climbing lane. It is understood that the Highway Division has submitted to FHWA a proposal for this work to be done as a spot safety project. It is further understood that the project has received both the Division's and Regional approval, but that it had to be transmitted to Washington, D. C., since it had been denied once in the past by the Washington Office.

   The collision diagram does indicate a downhill problem northbound. The majority of these accidents are probably due to impatient passing maneuvers by vehicles who have been delayed on the uphill side. The uphill truck climbing lane should eliminate some of these types of accidents. No treatment is recommended at this time for the northbound downhill section. The southbound downhill section is experiencing operational difficulties as can be seen by the rear-end collision type accidents and the single car run-off-road type accidents as well as the side-swipe type accidents. These three classes of accidents indicate excessive speed and difficulty in controlling vehicles.

   It is known that at least in some of the instances wind gusts have been a contributing factor in these accidents. It is also known that extremely high speeds are developed on this downhill section. The speed differential between

Climbing lane turned down by FHWA

Try again

the extremely fast moving passenger vehicles and slower moving traffic would account for some of the accidents.

It is recommended that overhead signing attached to the Illahe structure be installed with the legend "DOWN GRADE NEXT _____ MILES". This signing should give some warning to the motorist that a speed differential might exist. I should also mention that Mr. Edwards has not favored this signing at this particular location in the past.

no go on 4 laning

Would acc

2. The sight distance as shown in the attached correspondence on the west side of 99E is contributing to the operational problems at this location. It is understood that the four-laning of this section which would have revised and eliminated the sight distance problem has been delayed. There is no good solution to eliminating restricted sight distance at this location, other than complete reconstruction of the intersection. Signing should be checked on US99E on the north approach. If a sideroad symbol sign does not exist, it should be installed.

OK ✓ Would acc

3. This intersection has been the subject of an agreement between the Highway Division and Marion County to upgrade the existing stop controls. The proposed work should reduce the problem at this location.

do when we upgrade rest of section

Would all

4. The acceleration lane connecting the southbound on-ramp to Interstate 5 from US99E is about one-third the current minimum standard length used for acceleration lanes. Attached is a narrative report and a collision diagram on this location. I agree with Mr. Edwards that this would be an excellent location for a spot safety project.

L. E. George

L. E. George
Operations Engineer

LEG:mk
Attachments

RECEIVED
JUN 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1971

SUBJECT:
Diagnostic Team
High Action Location

To: Mr. Tom Edwards
DEPUTY STATE HIGHWAY ENGINEER

Building

This is an analysis of what the findings of the personnel assigned to the diagnostic team found in their activities to date. We believe that the diagnostic team is a valuable tool in the problems of high accident locations. It does bring together three groups which are interested in solving these problems. The personnel involved find that their time is pressed by other duties and would suggest that teams similar to this be formed at a local level and it would be our recommendations that the Regional offices form informal groups to meet on a discussion level at irregular intervals. This could probably be the Regional Maintenance Engineer, the State Police Patrol Supervisor and the FHWA Area Engineer. The teams would have to be modified slightly in areas of heavy population where the Oregon State Police are not the prime patrol resource.

RECOMMENDATION:

As outlined above, to continue the program but on a local basis of Regional Maintenance Engineer, State Police Patrol Supervisor and FHWA Area Engineer.

In the Salem area, the diagnostic team picked four locations which were brought to our attention by the Patrol Supervisor, Corporal Robert Seymour:

1. Illahe Hill northbound. Corporal Seymour observed this as being a high accident area. We find when we investigate the accident rate for rural freeways that the rate for Illahe Hill is 1.38 against an average for the rest of the rural freeways of .94 or an increase of 47%. The solutions for this problem are obviously not simple and go beyond the cursory examination which is available to the diagnostic team. It does appear that the long tangent with a gently ascending grade, changed to a steep grade cause confusion both day and night on the motorist overtaking a fast-moving truck on the level to a slow-moving truck on the grade.

Spot Safety
FHWA - Immy

Bud
Discuss

RECOMMENDATIONS, Continued

Obvious solutions would be: (a) night illumination, (b) signs indication the change in truck velocity at the bottom of the hill and (c) a truck lane exclusive for these slow-moving vehicles.

✓ For the cheap solution, we believe signing should be investigated warning the motorist of this obvious hazard.

2. Second location was Chemawa Road intersection, Pacific Highway East. A peculiar ramp design on the Chemawa Road traffic eastbound to southbound obscures sight distance on a vehicle starting from a stop position on this ramp. We would recommend that this whole intersection be re-designed, obliterating the ramp that is causing the sight distance problem. The present plans on this section are for a complete rebuilding through the Labish Bottom on the south to Haysville. An accident pattern is not well recorded, but the police are aware of problems.

3. The intersection of the Wilsonville-Hubbard and Market Road 15. This intersection lies on a high speed highway. The intersection has a peculiar geometric configuration. We found, however, after we investigated this location that the Regional Traffic Engineer was also studying the problem. Our recommendation would be to clean up the stop sign situation on the traffic on Market Road 15.

4. The Hayesville interchange, southbound from Pacific Highway East. There is a long nosed ridge lying between the ramp and the freeway and the acceleration lane which is shortened ? by a culvert at its south end. Corporal Seymour is aware of several accidents that have occurred at this location, but our accident records do not indicate a problem. It is obvious to the viewer that there is a problem at this location and it would be our belief that the hump between the ramp and the main line should be removed for better visibility.

Spot safety
FHWA
I money

Robert N. Bothman
Maintenance Engineer

By Jay B Boyd

Jay B. Boyd
Maintenance Services Engineer

RECEIVED
MAY 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JBB:ds
cc: Corporal Seymour, Ernest Valich

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ____________ County Marion
Intersection of Pacific Hwy. and Illahee Hill
Highway Number 1 (I-5) M.P. 53.65 to M.P. 55.56
Period Covered 1-1-66 to 12-31-70
Compiled by VBC Drawn by ____________ Date 5-26-71

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

Fatals: Daylight, Surface dry, apparently asleep, Sbd car veered to shoulder, struck U-Xing pillar. M.P. 54.32. 4 Killed, 1 injured.
3-21-69-5:05 P.M.

Darkness, Surface dry, ped. involved in previous accident, walked behind disabled Vehicle, struck by Nbd. car. M.P. 54.36. 1 ped. Killed
11-2-70--10:45 P.M.

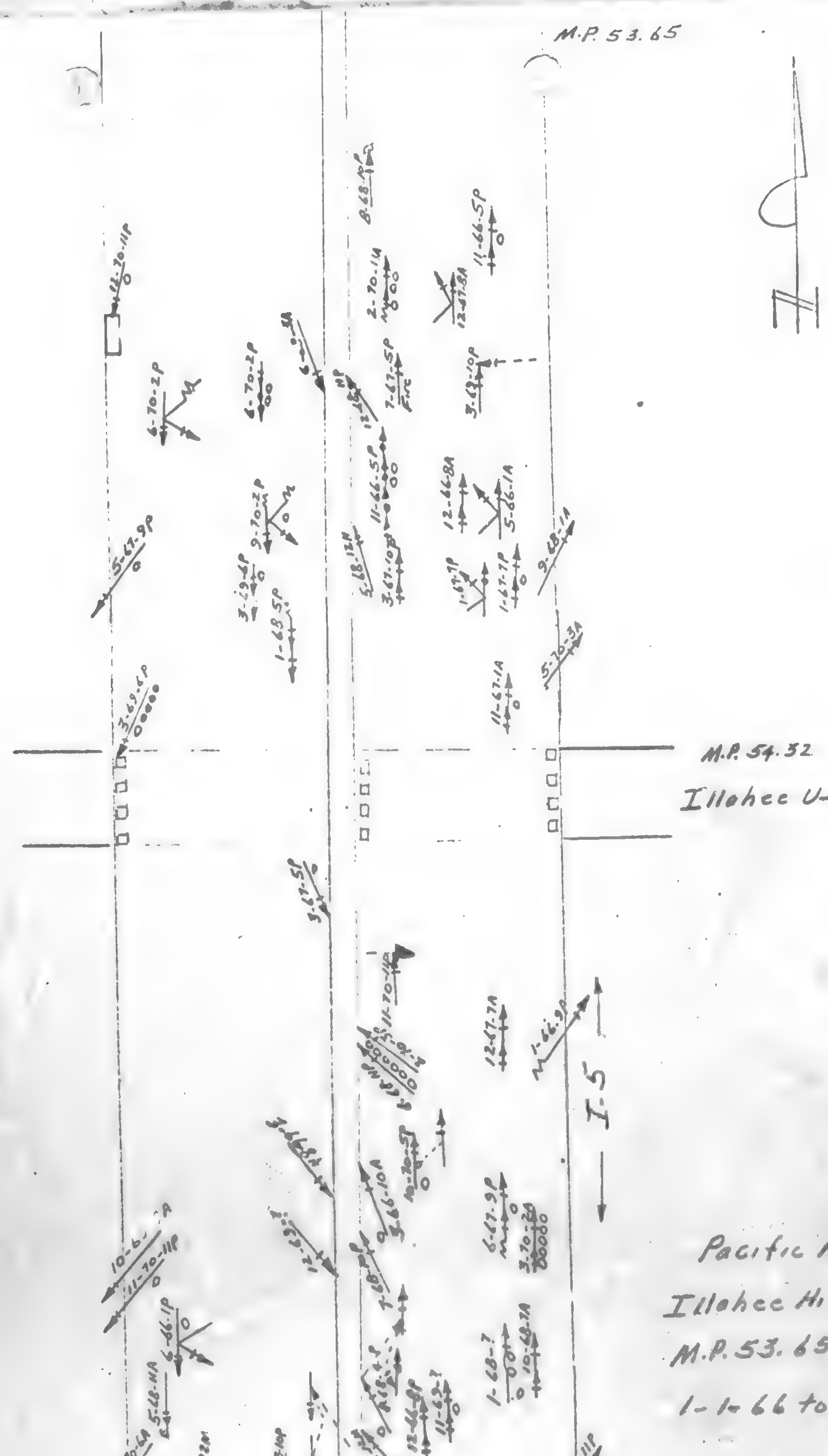
Darkness, foggy, surface icy, Nbd car skidded into median guardrail, struck two peds, standing on shoulder by car involved in previous accident. M.P. 55.40 - 1 Ped Killed } sub Ped.
1 ped injured }
12-3-70-11:45 P.M.

8 Months available for 1969

- ◁---- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1966-1967				1968				1969				1970				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on							1	1											1	1
Rear-end		5	4	9		1	2	3		2	2	4		4	1	5		12	9	2.
Sideswipe		1	4	5			1	1						1	3	4		2	8	10
Turning Movement																				
Parking																				
Non-collision		2	2	4		1	1	2		1	2	3			3	3		4	8	12
Fixed Object		3	1	4		4	7	11	1	1		2	1	1	6	8	2	9	14	25
Pedestrian													1			1	1			1
Backing																				
Misc.											1	1			2	2			3	3
TOTAL		11	11	22		6	12	18	1	4	5	10	2	6	15	23	3	27	43	73

Form E-261-6-70


M.P. 53.65
M.P. 54.32
Illahee U-Xing
I-5
M.P. 55.56
2-70-12M

Pacific Hwy. 1 I-5
Illahee Hill Area
M.P. 53.65 to M.P. 55.56
1-1-66 to 12-31-70

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Mayn

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: June 7, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe
cy Faw 6-8-71

SUBJECT: Oregon Project I-5-4(-)234
Battle Creek Interchange
Climbing Lane

Mr. Klaboe's letter dated May 6 requested our approval of a climbing lane for the southbound lane of I-5 through the Battle Creek Interchange area. A cost estimate for the proposed work was submitted May 28. Your request has been thoroughly reviewed and considered. The following comments are offered for your consideration:

> Interstate funds have already been used for initial construction of the southbound lanes. In accordance with recent IM 21-8-71, this section is not eligible for further improvement with FAI funds. However, referring to appropriate discussions in the Blue Book and pertinent capacity calculations it appears a climbing lane is warranted. Work to construct a climbing lane through this area may be financed with Federal-aid funds that are appropriate for the primary system in accordance with proper priorities and established project procedures.
>
> The safety record for this section does not indicate an abnormal accident frequency rate. A selective safety improvement project for this section financed with FAI funds is not warranted at this time.

cc:
Region (08-00.33)

Young
6-8-71

6-14-71
Forget it for now

RECEIVED
JUN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
MAY 28 1971
FOR FILING

Maciel

Lag

Rtg

May 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 1972 Interstate Estimate, Proposed Climbing Lane at Battle Creek Interchange, Cost Estimate

Attached is a cost estimate to supplement the justification sent to you on May 6 for the proposed climbing lane at the Battle Creek Interchange.

This estimate includes the widening of one structure in the Battle Creek Interchange from two to three lanes. No adjustment is anticipated to the 10' x 8' box culvert at Station 527+64, since it is only about 80 feet into the beginning taper.

We hope this additional data will enable you to approve this climbing lane for the 1972 Interstate Estimate.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Att.
cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young

JR:bb srb

BATTLE CREEK CLIMBING LANE

Sta. 527+00 - 283+00

	Unit	Net Quantities	Allow.	Total Quantities	Unit Price	Total Cost
Clear and Grub	All	All	-	All	-	$ 1,000
General Exc., Unclass.	Cu.Yd.	9,849	1,971	11,820	0.56	6,619
Overhaul	C-Yd.Sta.	130	30	160	0.40	64
18" Culv. Pipe	Lin.Ft.	24	6	30	5.97	179
Finish Roadbed and Slopes	Mile	0.85	-	0.85	6,343.49	5,392
Asphaltic Conc. Mix.	Ton	1,795	175	1,970	5.50	10,835
Asphalt in Mix.	Ton	117	13	130	35.00	4,550
Plant Mix Bit. Base	Ton	1,047	103	1,150	5.50	6,325
Asphalt in PMBB	Ton	58	7	65	37.80	2,457
Plant Mix Stone Base	Ton	9,869	991	10,860	2.75	29,865
3/4" - 0 Material in Base	Ton	326	34	360	1.77	637
Guard Rail	Lin.Ft.	700	140	840	3.33	2,797
Rounding Cutbanks	Lin.Ft.	1,500	300	1,800	0.18	324
		Construction Total				$ 71,044
		Structure Widen				71,316
						$142,360
		20% Engr. & Cont.				28,640
		Total				$171,000

10af RECEIVED
MAY 28 1971
FOR FILING

Maint
Laf
Rtg - Ten

May 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 1972 Interstate Estimate, Proposed
Climbing Lanes at Illahee Hill

Attached is an estimate of cost for the proposed climbing lane on I-5 northbound at Illahee Hill. This will supplement the justification submitted to your office on May 6.

The estimate includes an adjustment to the frontage road required near Station 345. No adjustments are anticipated at this time for the Turner Road Interchange. However, the Illahee undercrossing will need to be revised. The northbound lane presently has 44'6" horizontal clearance and 15'1" vertical clearance under the structure. This undercrossing was the site of an accident in which four persons were killed and one was injured when a car struck the pillars in 1969. Newspaper reports criticized the design of the Interstate Highway at this point.

It is hoped that this additional information will enable you to approve this climbing lane.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Att.

cc: R. L. Porter
Victor D. Wolfe
Tom Edwards
L. H. Young

JR:bb srb

ILLAHEE HILL CLIMBING LANE

WITH FRONTAGE ROAD ADJUSTMENT

(B 2.3)

	Unit	Net Quantities	Allow.	Gross Quantities	Unit Cost	Cost
General Exc. Interm.	Cu.Yd.	107,300	21,500	128,800	.92	$ 118,496
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36" Culv. Pipe	Lin.Ft.	45	10	55	12.62	694
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Asphalt in AC Mix	Ton	100	10	110	35.00	3,850
Plant Mix Bit. Base	Ton	1,155	115	1,270	5.50	6,985
Asphalt in PMBB	Ton	64	6	70	37.80	2,646
3/4" - 0 Material in Base	Ton	1,894	186	2,080	4.52	9,402
Plant Mix Base Material	Ton	19,837	1,983	21,820	2.75	60,005
120-150 Asphalt	Ton	1	-	1	56.79	57
RS-1 Asphalt	Ton	1	-	1	56.17	56
Furnish and Placing Aggregates	Cu.Yd.	2	-	2	6.42	13
						$ 226,787
		20% Engr. & Cont.				45,213
		Const. Total (B 2.3)				$ 272,000
		R/W	(2.3)	6,000		
		R/W	(3.0)	109,000		
		Const.	(3.0)	518,000		
		Subtotal				$ 905,000
		Illahee Str. (3.0)				200,000
		GRAND TOTAL				$1,105,000

ILLAHEE HILL CLIMBING LANE

WITH FRONTAGE ROAD ADJUSTMENT

(B 3.0.0)

	Unit	Net Quantities	Allow.	Gross Quantities	Unit Cost	Cost
Clearing	All	-	-	All	-	$ 7,000
Demolition	All	-	-	All	-	65,000
Rounding Cutbanks	Lin.Ft.	2,100	420	2,520	.18	454
General Exc. Interm.	Cu.Yd.	79,478	15,922	95,400	0.92	87,768
General Exc. Solid	Cu.Yd.	14,800	3,000	17,800	1.80	32,040
Trench Exc., Unclass.	Cu.Yd.	997	203	1,200	5.61	6,732
Ditch Exc., Unclass.	Cu.Yd.	1,412	288	1,700	3.50	5,950
Trench Exc., Over 12'	Cu.Yd.	540	110	650	10.71	6,962
Extra for Pipe Under Pavement	Lin.Ft.	125	25	150	78.84	11,826
12-inch Culv. Pipe	Lin.Ft.	55	15	70	3.79	265
18-inch Culv. Pipe	Lin.Ft.	69	11	80	5.97	478
6-inch Perf. Drain Pipe	Lin.Ft.	7,000	1,400	8,400	1.58	13,272
Special Backfill in Drains	Cu.Yd.	965	185	1,150	5.76	6,624
24-inch Culv. Pipe	Lin.Ft.	392	78	470	7.56	3,553
Finishing Roadbed and Slopes	Mile	1.0	-	1.0	6,343.49	6,343
Salvage and Reinstall Culv. Pipe	Lin.Ft.	42	8	50	17.89	895
Extra for Paving Appr.	Each	8	2	10	54.89	549
Asphaltic Concrete Mix	Ton	5,387	563	5,950	5.50	32,725
Asphalt in AC Mix	Ton	350	40	390	35.00	13,650
Plant Mix Bit. Base	Ton	2,693	267	2,960	5.50	16,280
Asphalt in PMBB	Ton	148	12	160	37.80	6,048
RS-1 Asphalt	Ton	20	2	22	56.17	1,236
3/4" - 0 Material in Base	Ton	2,482	248	2,730	4.52	12,340
Plant Mix Stone Base	Ton	30,861	3,089	33,950	2.75	93,363
						$ 431,353
				20% Engr. & Cont.		86,647
				Const. Total (B 3.0.0)		$ 518,000

RECEIVED
MAY 7 - 1971

FOR FILING

Maint
Traffic
Routing-Gen

May 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 1972 Interstate Estimate
Proposed Climbing Lanes
at Battle Creek Interchange

Justification for a climbing lane on I-5 southbound from Battle Creek through the Battle Creek Interchange is attached for your consideration.

The DDHV on this section is projected to be 1840 vph. Since this exceeds the critical lane capacity of 1286 vph, the climbing lane is justified.

This section has a particularly unsafe condition having merging traffic at a point where the trucks are near their slowest speed. Approximately 7100 vehicles will use this interchange; at least half of them must merge with this slow-moving uphill traffic. With only two lanes through the interchange, the outside lane is occupied by 129 trucks/hr. (7% DDHV) at the reduced speed of about 18 miles per hour. With the outside lane primarily a truck lane, the median lane must carry 1700 vph, approaching ultimate capacity for that lane even without considering the lane change movements.

The accident report shows 18 accidents (with four months missing in 1969) in the last five years on these southbound lanes, with eight of these, including one fatality, in 1970 alone.

If major widening to six lanes were considered, it would involve the entire Salem bypass. Construction of this magnitude cannot be considered at this time without knowing the type of financing that will be available. Any climbing lane plan developed would be adaptable to future six-lane design.

A climbing lane on this section would ease the merging between the trucks and slower moving vehicles with the faster passenger cars. A point not considered in the justification, but becoming more of a problem, is the low horsepower-weight ratio of pickup campers, cars towing vacation trailers or boats and low-powered compact cars. These slower vehicles impede traffic in the same manner as trucks.

It is hoped that this data will enable you to approve this climbing lane for the 1972 Interstate estimate.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: R. L. Porter
Tom Edwards
V. D. Wolfe
L. R. Young
R. D. Asburry

JAR:bb sr

BATTLE CREEK CLIMBING LANE SECTION
INTERSTATE 5 MARION COUNTY

Climbing lane justification, I-5, Southbound

Grade = 5.00%

The downgrade preceding the grade under consideration is 2.30% with a 1600' vertical curve and the downgrade following the grade under consideration is 3.17% with an 1800' vertical curve. One quarter of each vertical curve is considered as part of the grade under consideration, making it 2700 feet long (or 0.51 mi.).

From AASHO Figure III-17, the critical length is 750 feet.

From AASHO Table V-4, the average truck speed is 16.7 mph.

From TF-2 Tables, the percent trucks is 7%, and the DDHV is 1840 vph.

From AASHO Table V-6, the passenger car equivalent is 15.6.

$$\text{Design Capacity} = \frac{100 \times \text{capacity with no trucks}}{100+T\ (j-1)}$$

$$= \frac{200{,}000}{100+7\ (15.6-1)} = 989 \text{ vph}$$

Tolerance Factor = 130% 989 x 1.3 = 1286 vph

Since the DDHV of 1840 vph exceeds the critical capacity of 1286, the climbing lane is justified.

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

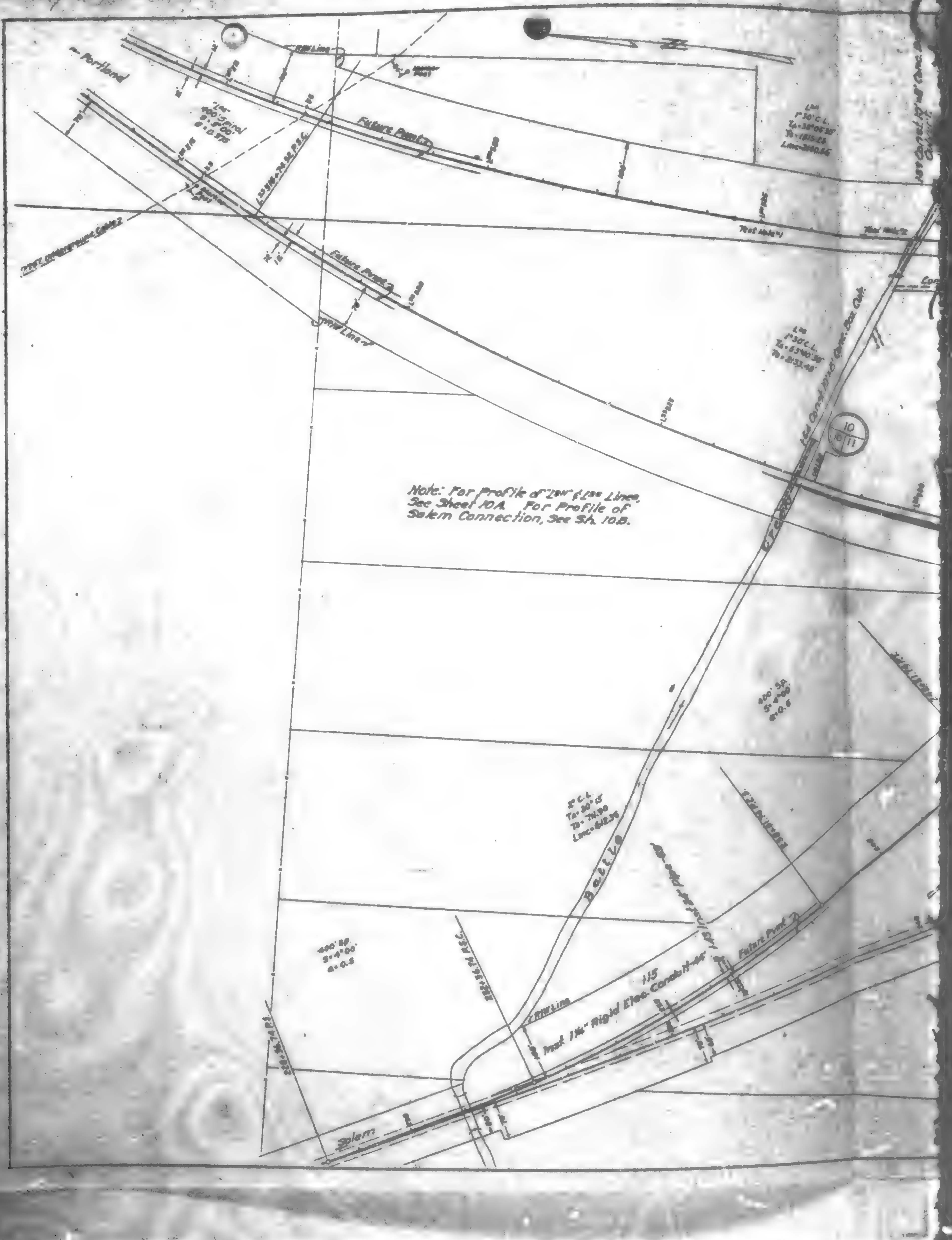
Rural Motor Vehicle Accident Listing

Pacific Hwy.
y. No. 1 Rte. No. I-5
om M.P.
M.P.
riod Covered: 1-1-66 to 12-31-70

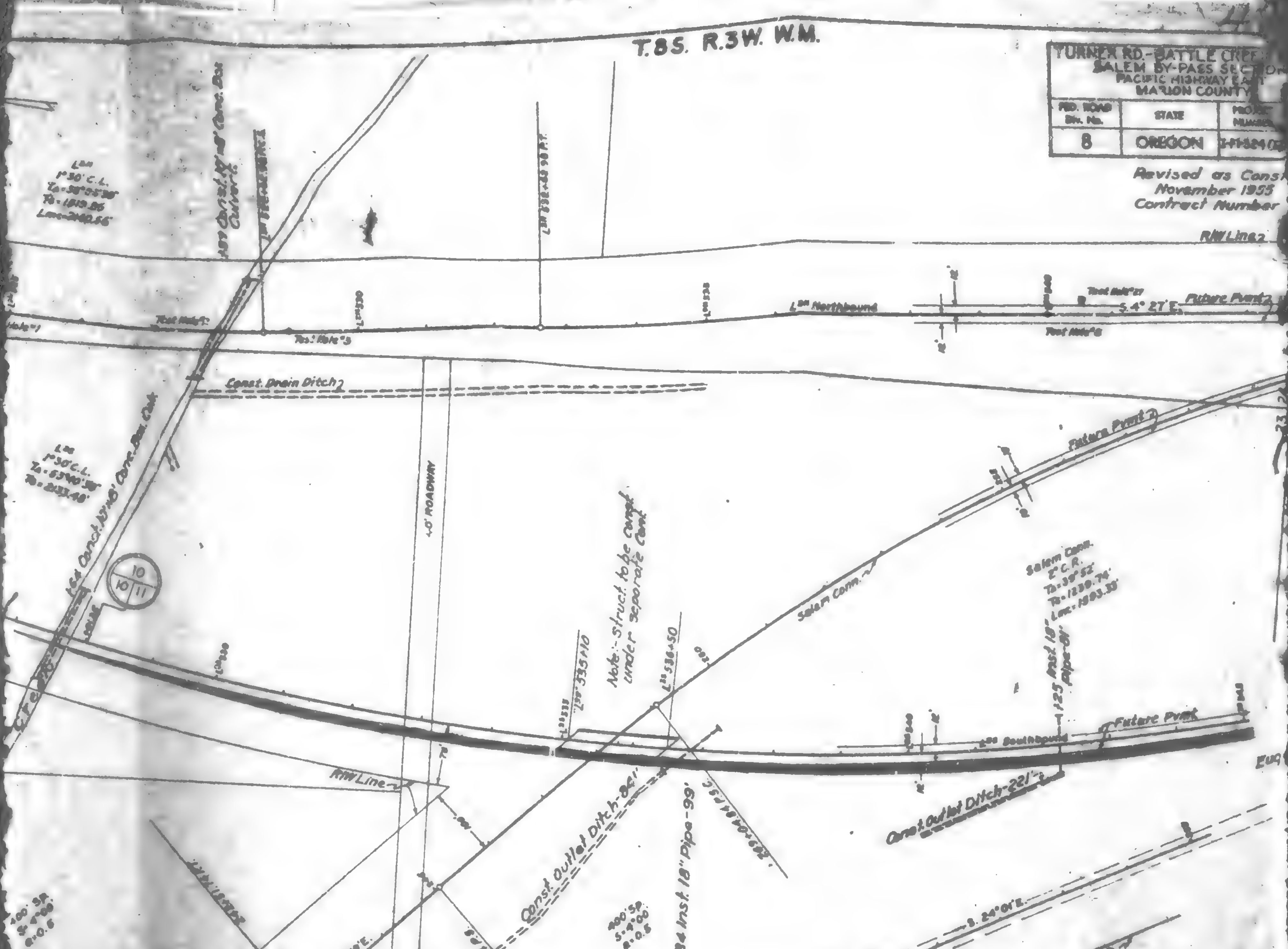
LOCATION	COLLISION TYPE													CLASSIF.				REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
(.P. 50.07 to M.P. 52.77 Sbd																			
attle Creek limbing Lane Sec) 1966													2		1	1	0	2	
1967													1			1	0	0	
1968													5		2	3		2	
1969*													2*		1	1		1	
1970													8	1	2	5	1	4.	
Total													18	1	6	11	1	9	
.P. 52.22 to M.P 55.55 Nbd																			
(Illahee Hill limbing Lane Sec) 1966													19	0	6	13	0	11	
1967													15	0	9	6	0	14	
1968													20	0	8	12	0	18	
1969*													9*	6	4	5	0	7	
1970													27	2	7	18	2	20	
Total													90	2	34	54	2	70	

* Accidents Not recorded for Jan., Feb, May & June 1969

m.E-593 -6-70


← Portland
R/W Line
Future Pwmt.
Future Pwmt.
Future Pwmt.
R/W Line
400' Spiral
S=5°00'
Test Hole #1
Test Hole #2
1°30' C.L.
Ta=38°05'35"
To=1815.28
Lmc=2160.56
1°30' C.L.
Ta=65°40'30"
To=2133.48
10
10
11
5° C.L.
Ta=20°15
To=714.90
Lmc=612.36
400' Sp.
S=4°00'
e=0.5
400' Sp.
S=4°00
e=0.6
Belt Line
Salem
R/W Line
115
Inst. 1¼" Rigid Elec. Conduit
P.S.C.
P.S.C.

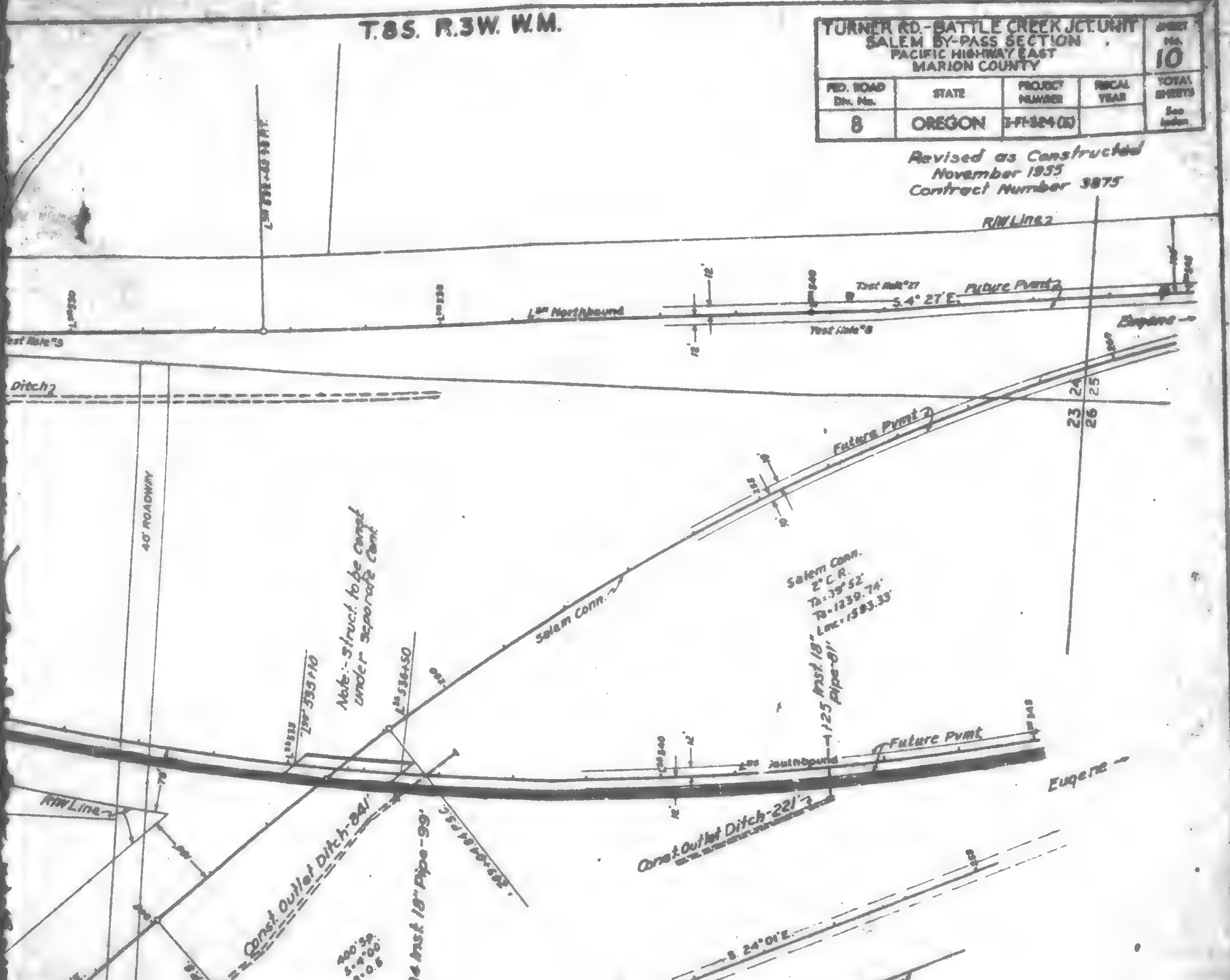
Note: For Profile of "Lww" & "Lss" Lines, See Sheet 10A. For Profile of Salem Connection, See Sh. 10B.

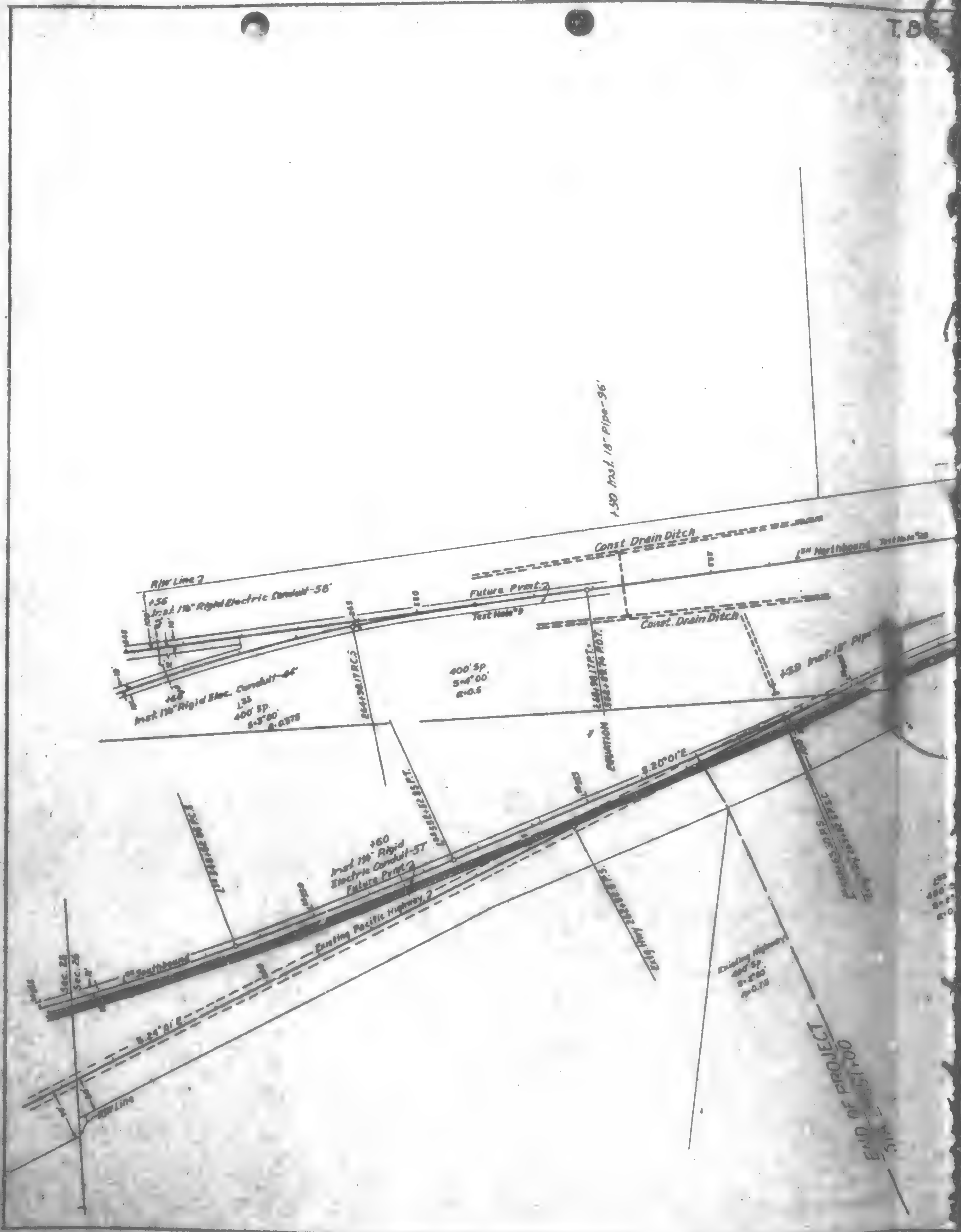

T.8S. R.3W. W.M.
TURNER RD.-BATTLE CREE
SALEM BY-PASS SECTION
PACIFIC HIGHWAY EAST
MARION COUNTY
FED. ROAD DIV. No.
STATE
PROJECT NUMBER
8
OREGON
Revised as Cons
November 1955
Contract Number
R/W Line
L Northbound
S.4° 27' E.
Future Pvmt.
Test Hole
Const. Drain Ditch
Future Pvmt.
Salem Conn.
Note:- Struct. to be const. under separate cont.
L 535+10
L 536+50
L Southbound
Future Pvmt.
R/W Line
Const. Outlet Ditch-84'
Const. Outlet Ditch-221'
184 Inst. 18" Pipe-99'
125 Inst. 18" Pipe-81'
S. 44°19' E.
S. 24°01' E.
Existing Pacific Highway
R/W Line
R/W Line
Future Pvmt.
40' ROADWAY
10
10 | 11

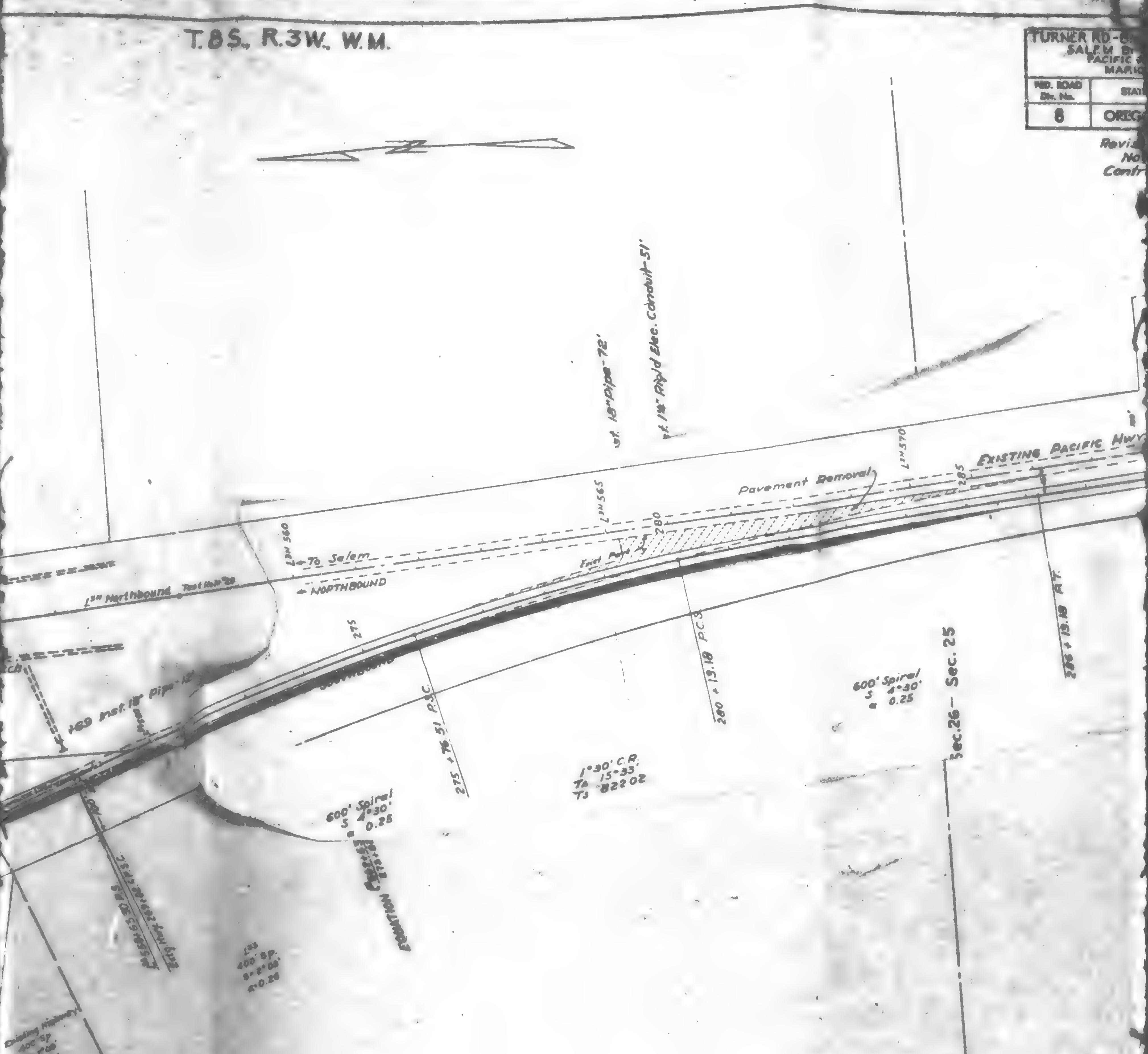
4V-366

TURNER RD.-BATTLE CREEK JCT. UNIT SALEM BY-PASS SECTION PACIFIC HIGHWAY EAST MARION COUNTY				SHEET No. 10
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	3-F1-324(3)		See Index

Revised as Constructed
November 1955
Contract Number 3875


T.8S. R.3W. W.M.
R/W Line
Test Hole #27
Future Pvmt.
S. 4° 27' E.
L Northbound
Test Hole #3
Test Hole #8
Eugene →
Ditch
40' ROADWAY
23
24
25
26
Future Pvmt.
Salem Conn.
Note:- Struct. to be const. under separate Cont.
L 535+10
L 536+50
Salem Conn.
2° C.R.
Ta=39° 52'
Ts=1239.74'
Lsc=1593.33'
+125 Inst. 18" Pipe-81'
Future Pvmt.
L Southbound
Eugene →
R/W Line
Const. Outlet Ditch-84'
+84 Inst. 18" Pipe-99'
Const. Outlet Ditch-221'
400' Sp.
S.4° 00'
S. 44° 18' E.
S. 24° 01' E.
R/W Line
Existing Pacific Highway
R/W Line


R/W Line
+56
Inst. 1½" Rigid Electric Conduit-58'
Future Pvmt.
Test Hole 9
Inst. 1½" Rigid Elec. Conduit-44'
+68
L35
400' Sp.
S-5°00'
0.375
400' Sp
S-4°00'
0.5
1+50 Inst. 18" Pipe-96'
Const Drain Ditch
Const. Drain Ditch
L" Northbound
Test Hole 20
+59 Inst. 18" Pipe
EQUATION
S.20°01'E
+60
Inst. 1½" Rigid
Electric Conduit-57'
Future Pvmt.
Existing Pacific Highway
L" Southbound
Sec. 22
Sec. 28
S.24°01'E
R/W Line
Existing Highway
400' Sp.
S-2°00'
0.15
Exist. Hwy
END OF PROJECT
STA.


T.8S., R.3W., W.M.
TURNER RD-
SALEM B
PACIFIC
MARIO
FED. ROAD Div. No.
STAT
8
OREG
Revis
No
Contr
Inst. 18" Pipe-72'
Inst. 1½" Rigid Elec. Conduit-51'
L³N 560
L³N 565
L³N 570
To Salem
NORTHBOUND
L³N Northbound Test Hole 29
Pavement Removal
Exist. Pave.
EXISTING PACIFIC HWY
275
280
285
SOUTHBOUND
169 Inst. 18" Pipe-12'
275 + 76.51 P.S.C.
280 + 13.18 P.C.S.
286 + 13.18 P.T.
600' Spiral S 4°30' a 0.25
600' Spiral S 4°30' a 0.25
1°30' C.R. Ta 15°33' Ts 822.02
Sec. 26 — Sec. 25
EQUATION
L³S 400' Sp. S 2°00' a 0.25
Existing Highway 400' Sp. S 2°00' a 0.25
Extg. Hwy.
END OF PROJECT
STA. L³S 557+00

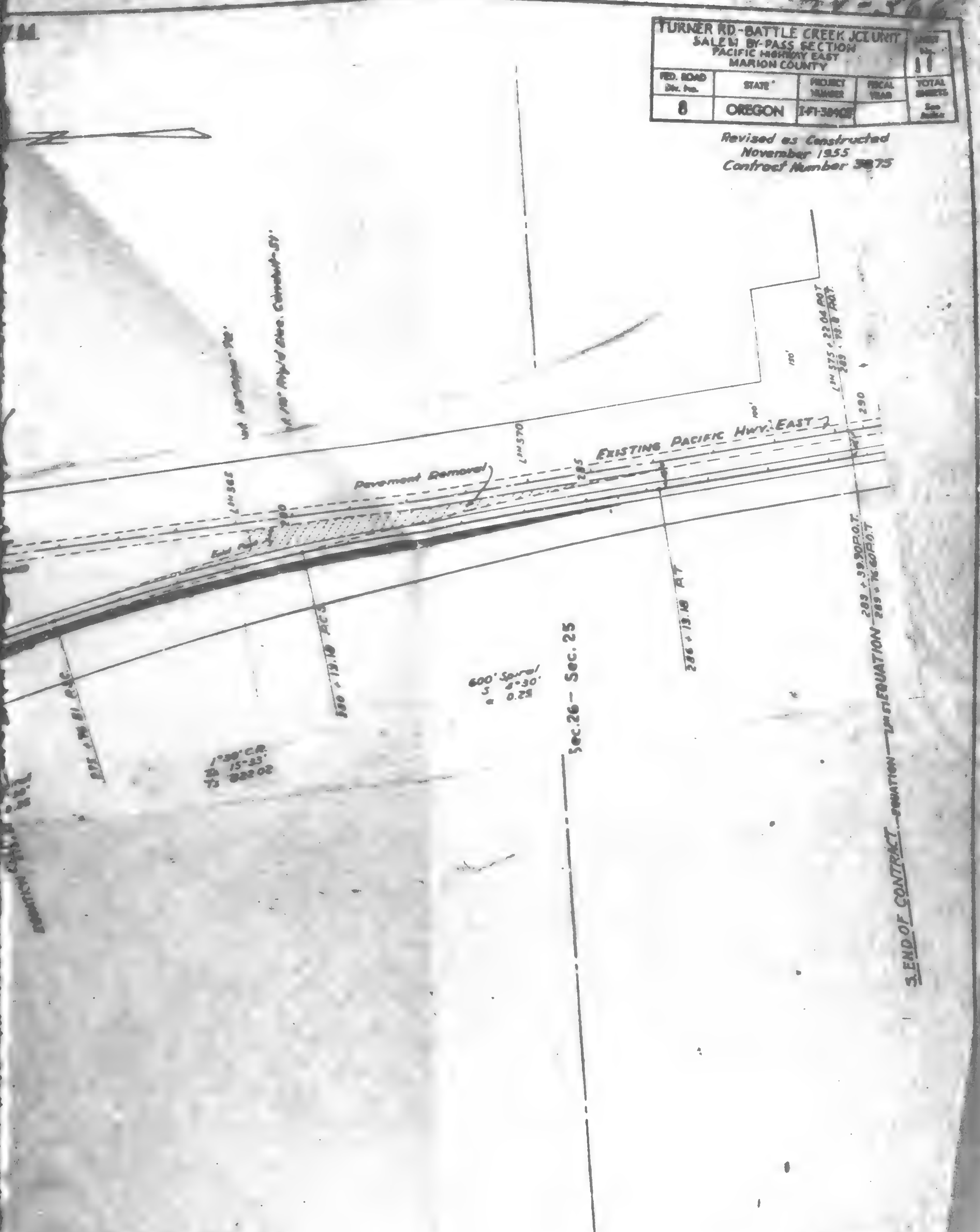
49-366

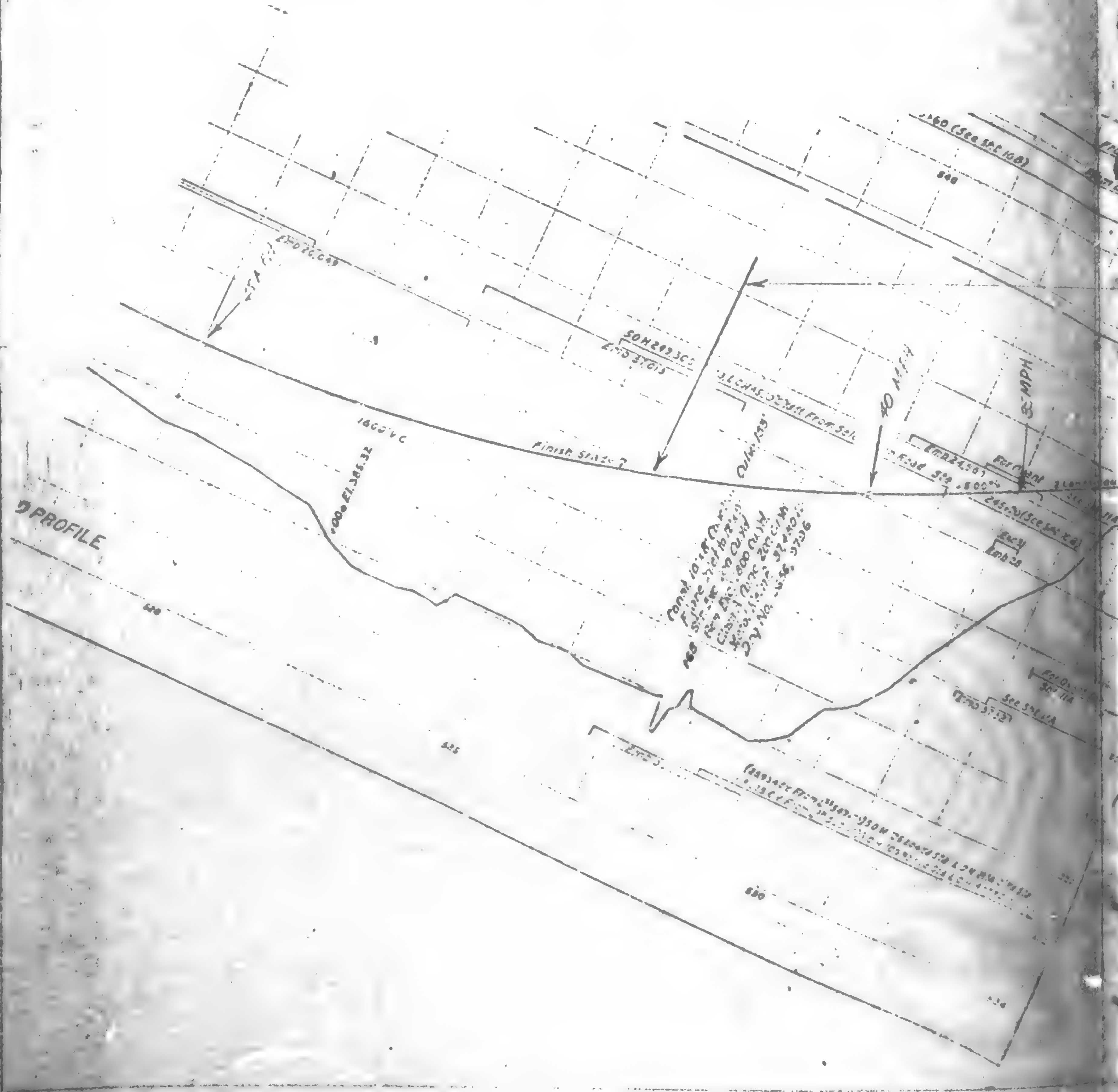
TURNER RD.-BATTLE CREEK JCT. UNIT
SALEM BY-PASS SECTION
PACIFIC HIGHWAY EAST
MARION COUNTY

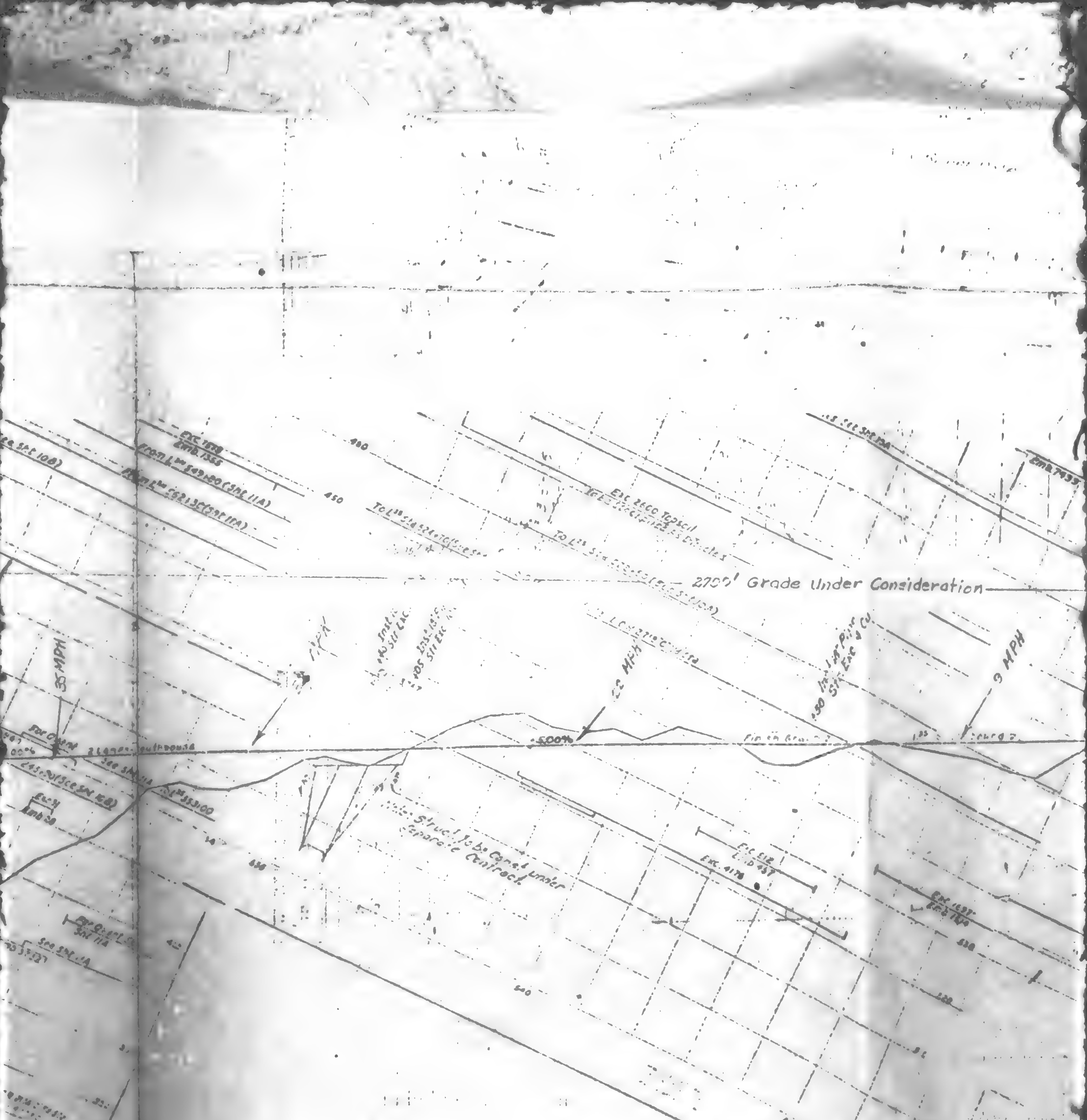
SHEET No. 11

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-FI-389(2)		See Index

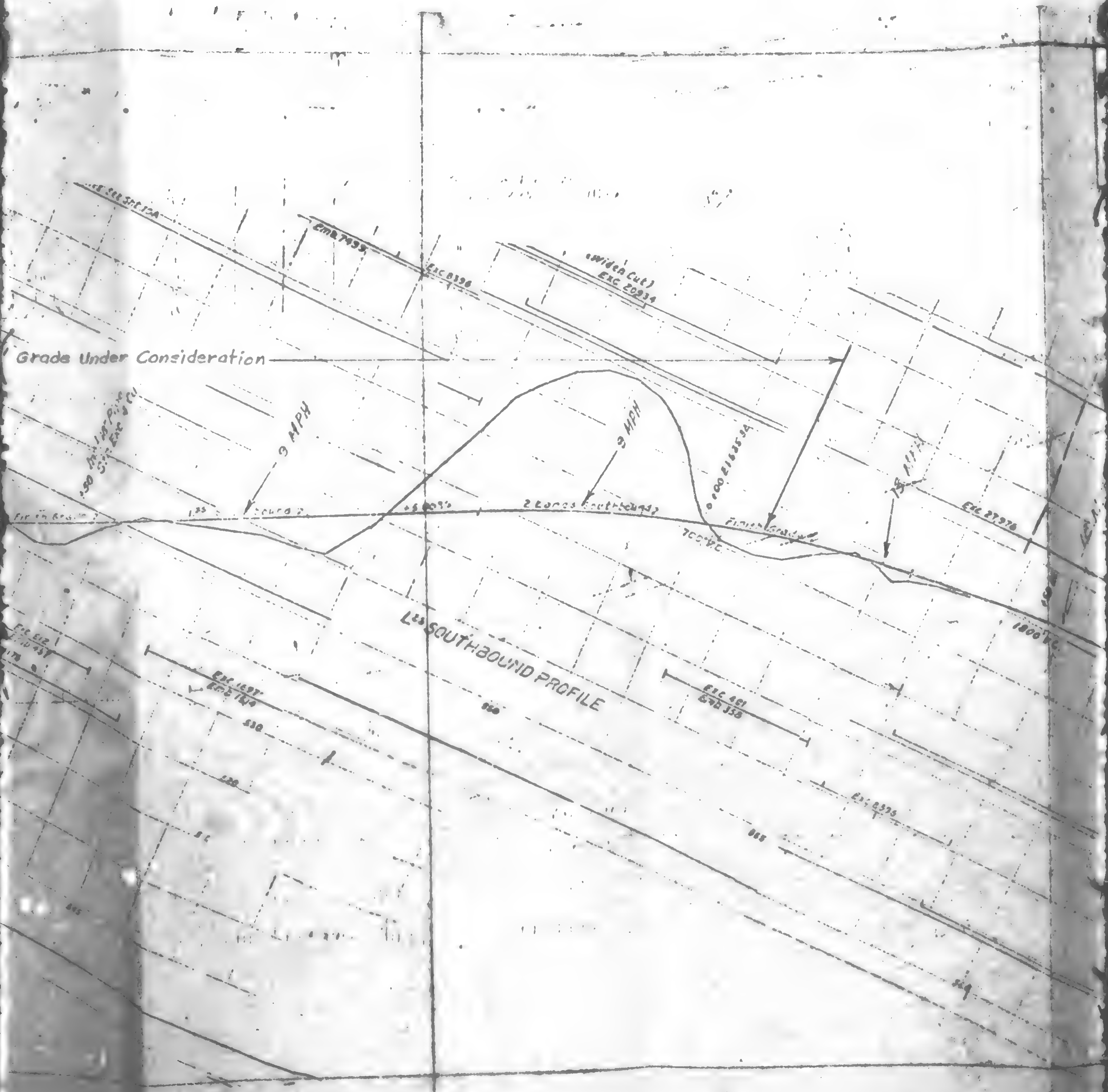
Revised as Constructed
November 1955
Contract Number 3875

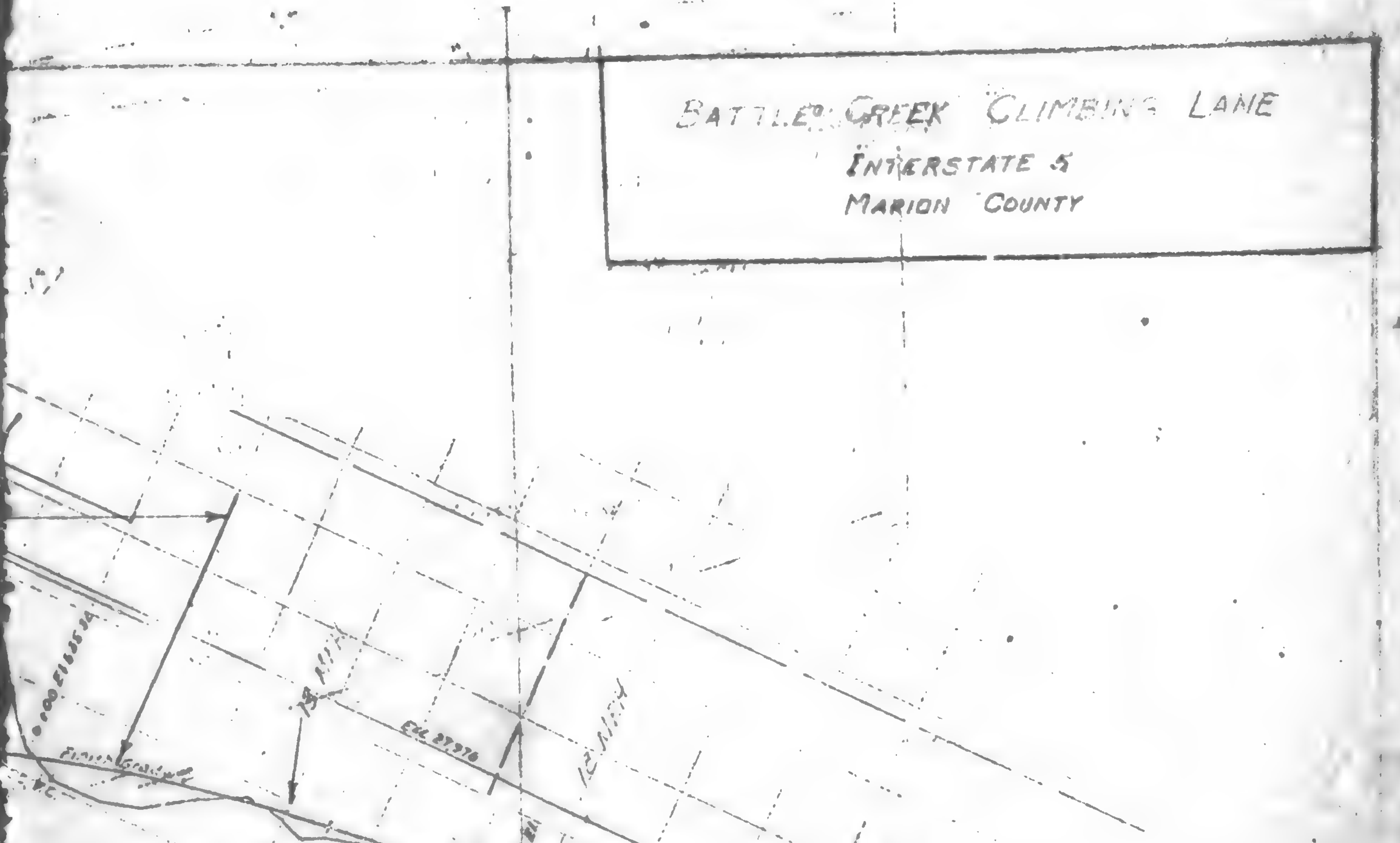

EXISTING PACIFIC HWY. EAST
Pavement Removal
End Pvmt
L.H. 565
L.H. 570
L.H. 575 + 22.04 P.O.T.
289 + 93.8 P.O.T.
280
285
290
100'
120'
286 + 13.10 P.T.
280 + 13.10 P.C.S.
275 + 78.81 P.S.C.
600' Spiral
S 4°30'
a 0.25
1°30' C.R.
Δ 15°33'
Ts 822.02
Sec. 26 — Sec. 25
289 + 39.90 P.O.T.
289 + 76.60 P.O.T.
EQUATION
END OF CONTRACT


D PROFILE
1800' V C
Finish Grade
40 MPH
35 MPH
Culv. 153'
Emb 24.50
See Sec 11A
Emb 28
540
535
530



2700' Grade Under Consideration
35 MPH
9 MPH
.500%
Exc. 1878
Emb. 1355
450
480
540
Exc. 2600 Topsoil
Structure to be Const. under Separate Contract
Exc. 512
Emb. 457
Exc. 4178
Exc. 1697
Emb. 7435
See Sht. 10B
See Sht. 11A


Grade Under Consideration
3 MPH
3 MPH
15 MPH
(Widen Cut)
Exc 20934
Exc 8396
Emb 7433
Exc 27976
2 Lanes Southbound
Finish Grade
700' V.C.
1800' V.C.
L.S. SOUTHBOUND PROFILE
Exc 1697
Emb 1614
Exc 461
Emb 358
Exc 8575
Exc 612
530
520
560
565


BATTLE CREEK CLIMBING LANE
INTERSTATE 5
MARION COUNTY
Finish Grade
V.C.
12 MPH
EVC 27+70
1800' V.C.
24 MPH
35 MPH
4-71

RECEIVED
MAY 7 - 1971

FOR FILING

Maint
Traffic
Routing - Gen

May 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 1972 Interstate Estimate
Proposed Climbing Lanes
at Illahee Hill

Your further consideration and approval of a section of climbing lane on I-5, northbound at Illahee Hill, is requested. This request and justification was previously submitted August 18, 1967, with additional data submitted April 30, 1968.

A review of the justification submitted previously has been made and revised to show the present traffic projections to 1975 and current accident information. The revised justification is attached.

In your reply on July 11, 1968, you questioned whether the accident record was sufficient justification for undertaking the proposed work as a Safety Project. As you can see by the attached accident record, there have been an average of over 20 accidents per year on these northbound lanes for the last five years. Two fatalities have occurred since our previous request. We feel that this is sufficient reason to request the proposed work.

Your reply also asked us to consider upgrading this section to six lanes rather than climbing lanes. If major widening to six lanes were considered, it should be extended at least from the Jefferson Interchange to the Battle Creek Interchange, a distance of 4.4 miles. The cost of a project of this magnitude cannot be considered at this time. However, if a climbing lane is authorized, the tolerability of this entire section would be extended several years before six lanes would be necessary.

You are aware that this section was originally constructed without Interstate Funds; however, in 1962 the pavement was overlaid and the median was improved with Interstate Funds. Climbing lanes as proposed would be an improvement of the existing facility and should be eligible for FAI Funds. It is questionable as to when, if ever, other funds will be available for this section to make it six lanes.

Your approval would not only ease the conflict between the trucks and the traveling public, but also those who drive campers, tow vacation trailers and drive low-powered compact cars. It is hoped that this revised data will enable you to approve this climbing lane.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: R. L. Porter
Tom Edwards
V. D. Wolfe
L. E. Young
R. D. Asburry

JAR:bb sr

TAYLOR CREEK-TURNER RD. INTER. UNIT
ILLAHEE HILL CLIMBING LANE SECTION
INTERSTATE 5 MARION COUNTY

Climbing lane justification, I-5, Northbound, Stations 323 to 306

Grade = 4.88%

Since there is a 4.65% downgrade preceding the grade under consideration, and AASHO says in paragraph 5, page 201 "Where vertical curves of types I and III (crest and sag) are involved, particularly where the algebraic difference in grades is appreciable, about one-quarter of the vertical curve length may be considered as part of the grade under consideration." The distance from level to level on the vertical curves (306+50 to 337+50) was 3100 feet. 1/4 of the vertical curve lengths at Station 309 and at Station 337 were subtracted from this 3100 feet - $\frac{(2600+2200)}{4}$ = 1900 feet = 0.36 mi.

Note: The reduction due to rolling grade lines assumes that trucks will "take a run" at hills when possible.

The truck speed limit in Oregon is 50 mph so this has legal limitations. This makes the above computation conservative.

From AASHO Figure III-17, the critical length is 800 feet.

From AASHO Table V-4, the average truck speed is 21 mph.

From TF-2 Tables the percent of trucks is 7% and the DDHV is 1700 vph.

From AASHO Table V-6, the passenger car equivalent is 10.2.

Then Design Capacity = $\frac{100 \times \text{capacity with no trucks}}{100+T\ (j-1)}$

Where T = percent of trucks

and j = passenger car equivalent

$= \frac{200{,}000}{100+7\ (10.2-1)} = \frac{200{,}000}{100+64.4} = 1216$ vph

Tolerance Factor (130%) $= \frac{1216 \text{ vph}}{1216 \text{ vph} \times 1.3} = 1581$ vph

Since the DDHV of 1700 vph exceeds the critical capacity of 1581 vph, the climbing lane is justified.

ILLAHEE HILL-TAYLOR CREEK UNIT
ILLAHEE HILL CLIMBING LANE SECTION
INTERSTATE 5 MARION COUNTY

Climbing lane, I-5 Northbound, Sta. 323 to 355

When adjusted to permit acceleration beyond the summit of Illahee Hill to the point of critical speed on the Taylor Creek-Turner Rd. Interchange proposed climbing lane, a gap of only 3200 feet remains between the two climbing lanes.

Because of the hazard involved in weaving, the additional lane was made continuous between the two units.

MILLER CR.-ILLAHEE HILL UNIT
ILLAHEE HILL CLIMBING LANE SECTION
INTERSTATE 5 MARION COUNTY

Climbing lane justification, I-5 Northbound, Sta. 433 to 355

Grades = +4.97, +2.80 and +3.86

The preceding grade of +1.76 reduces the truck speed to approximately 34 mph at the beginning of the series of grades under consideration for a climbing lane.

The attached sheet shows the speeds at increments of 500 feet. The average truck speed is 14.83 mph.

From AASHO Figure III-17 the critical length to 4.97% grade = 800 feet.

From TF2 Tables, the percent trucks is 7% and the DDHV is 1700 vph.

From AASHO Table V-6, the passenger car equivalent is 18.4

$$\text{Design Capacity} = \frac{100 \times \text{capacity with no trucks}}{100+T\ (j-1)}$$

$$= \frac{200{,}000}{100+7\ (18.4-1)} = 902 \text{ vph}$$

Tolerance Factor= 130% 902 x 1.3 = 1173 vph

Since the DDHV of 1700 exceeds the critical capacity of 1173, the climbing lane is justified.

MILLER CREEK-ILLAHEE HILL
INTERSTATE 5 MARION COUNTY

Climbing lane justification at Illahee Hill, Northbound I-5, Sta. 433-Sta. 355

Distance	Grade %	Speed at End, mph	Station
0		42*	443+75
	+1.76		
500		39	438+75
	+1.76		
1000		37	433+75
(1075 VPI)	+4.2		(433+00)
1100		35	432+75
1500		28	428+75
	+4.97		427+93.46
			428+11.97 Eq.
2000		18	423+94
	+4.97		
2500		9	418+94
(2893 VPI)	+4.2		(415+00)
3000		9	413+94
	+2.80		
3500		11	408+94
	+2.80		
4000		14	403+94
	+2.80		
4500		16	398+94
(4893 VPI)	+3.2		(395+00)
5000		16	393+94
	+3.86		
5500		12	388+94
			387+51.1
	+3.86		387+49.8 Eq.
6000		10	383+93
6500	+3.86	14	378+93
7000	+3.86	21	373+93
(7206 VPI)	end		372+42.2
			364+05.2 Eq.
7500			360+56
	-4.65		
8050		35	355+06

Average running speed,
Distance 1500 to 7000 is:
178 - 12 = 14.83 mph
Passenger car equivalent = 18.4

*Speed reduced from 47 mph to 42 mph by previous grade.

OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

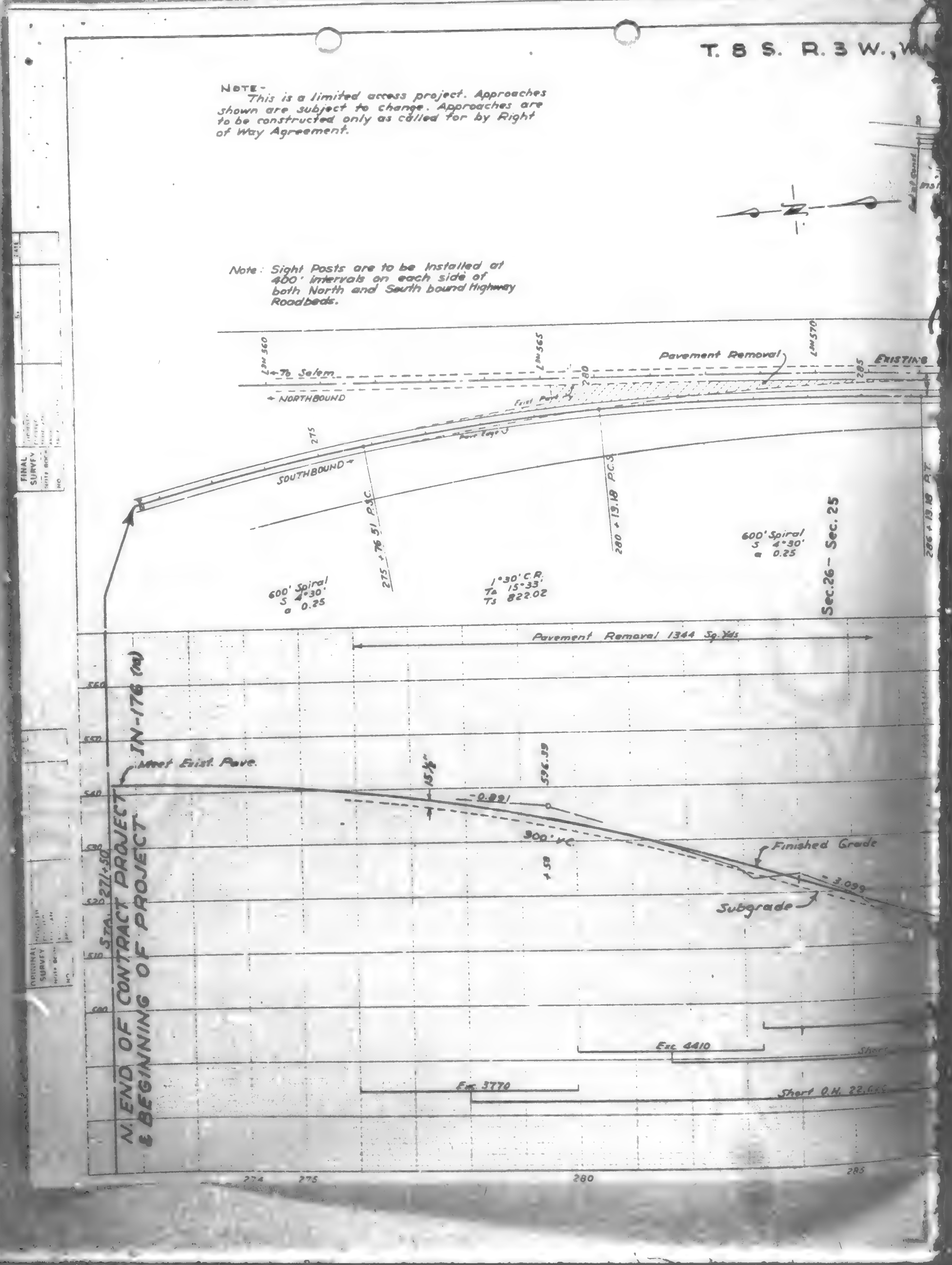
Pacific Hwy.
y. No. 1 Rte. No. I-5
rom M.P.
o M.P.
riod Covered: 1-1-66 to 12-31-70.

LOCATION	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			
(M.P. 50.07 to M.P. 52.77 Sbd																			
1966													2		1	1	0	2	
Bottle Creek Climbing Lane 1967													1			1	0	0	
1968													5		2	3		2	
1969*													2*		1	1		1	
1970													8	1	2	5	1	4	
Total													18	1	6	11	1	9	
M.P. 52.22 to M.P 55.55 Nbd																			
1966													19	0	6	13	0	11	
Illahee Hill (Climbing Lane 1967													15	0	9	6	0	14	
1968													20	0	8	12	0	18	
1969*													9*	6	4	5	0	7	
1970													27	2	7	18	2	20	
Total													90	2	34	54	2	70	

* Accidents Not recorded for Jan., Feb, May & June 1969

m E-593 -6-70

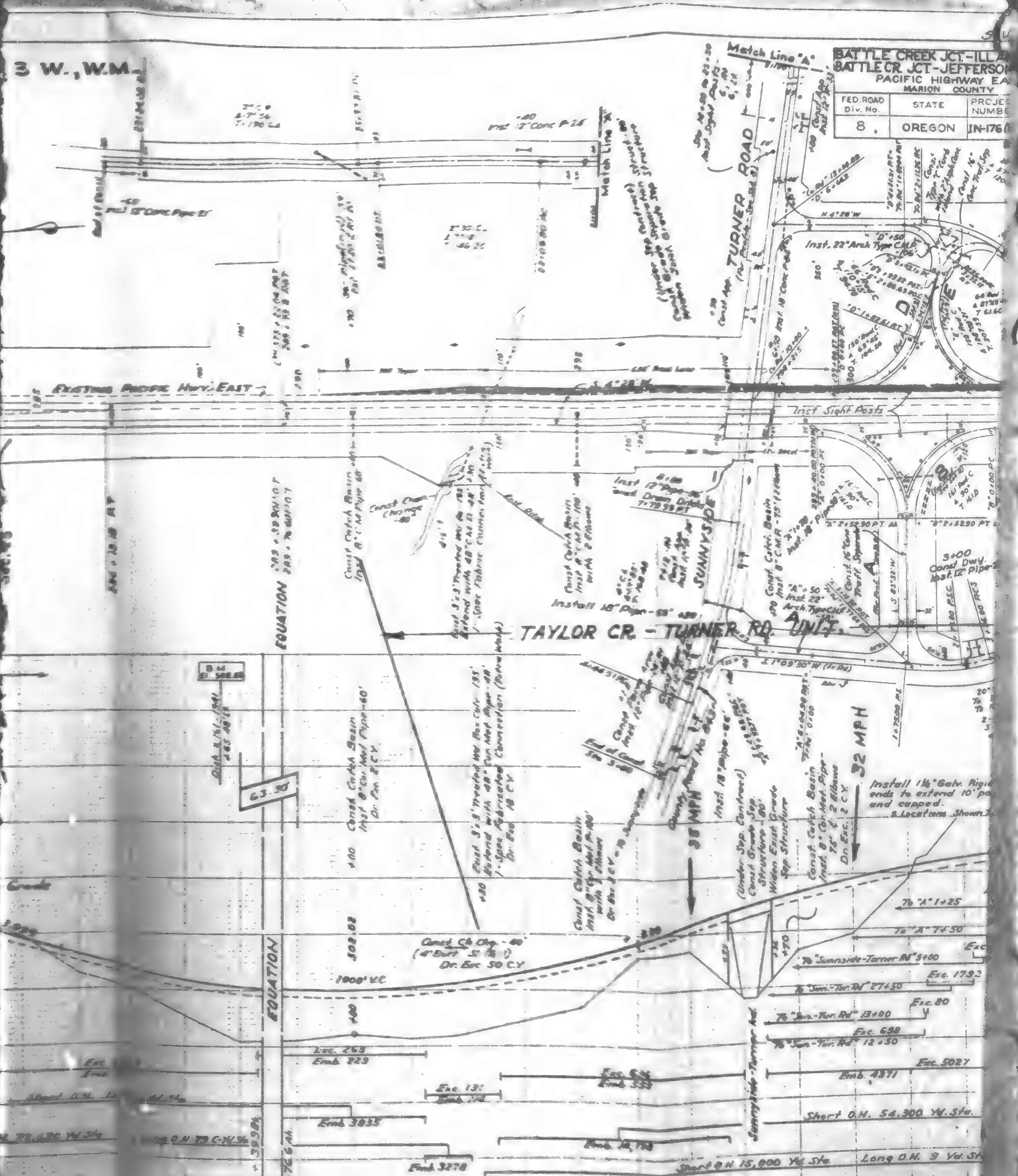
T. 8 S. R. 3 W., W



NOTE-
This is a limited access project. Approaches shown are subject to change. Approaches are to be constructed only as called for by Right of Way Agreement.

Note: Sight Posts are to be installed at 400' intervals on each side of both North and South bound Highway Roadbeds.

Pavement Removal
EXISTING
L 560
L 565
L 570
← To Salem
← NORTHBOUND
SOUTHBOUND ←
Exist. Pave.
275
280
285
275 + 76.51 P.S.C.
280 + 19.18 P.C.S.
286 + 19.18 P.T.
600' Spiral
S 4°30'
a 0.25
1°30' C.R.
Ta 15°33'
Ts 822.02
Sec. 26 - Sec. 25
Pavement Removal 1344 Sq. Yds.
Meet Exist. Pave.
N. END OF CONTRACT PROJECT
& BEGINNING OF PROJECT
STA. 271+50
IN-176 (N)
15½"
596.39
-0.891
900' V.C.
+50
Finished Grade
-3.099
Subgrade
Exc. 4410
Exc. 3770
Short O.H. 22 C.Y.
Short
560
550
540
530
520
510
500
274
275
280
285
FINAL SURVEY
ORIGINAL SURVEY


BATTLE CREEK JCT.-ILL
BATTLE CR. JCT.-JEFFERSON
PACIFIC HIGHWAY EA
MARION COUNTY
FED. ROAD Div. No.
STATE
PROJECT NUMBER
8
OREGON
IN-176
3 W., W.M.
Match Line "A"
Match Line
TURNER ROAD
Existing Pacific Hwy. East
Inst. Sight Posts
SUNNYSIDE
TAYLOR CR. - TURNER RD. UNIT
EQUATION
Inst. 22" Arch Type C.M.P.
Install 18" Pipe
Const. Catch Basin
Const. Ch. Chg. - 60
Dr. Exc. 50 C.Y.
1000' V.C.
63.50
32 MPH
38 MPH
Install 1½" Galv. Rigid
ends to extend 10' pa
and capped.
3+00
Const. Dwy.
Inst. 12" Pipe
To "A" 1+25
To "A" 7+50
To "Sunnyside-Turner Rd" 5+00
To "Sun.-Tur. Rd" 27+50
To "Sun.-Tur. Rd" 13+00
To "Sun.-Tur. Rd" 12+50
Exc. 1792
Exc. 80
Exc. 638
Exc. 5027
Emb. 4371
Short O.H. 54,300 Yd. Sta.
Short O.H. 15,000 Yd. Sta.
Long O.H. 9 Yd. Sta.
Exc. 263
Emb. 223
Exc. 131
Emb. 3835
Emb. 3278
Emb. 2174
Exc. 636
Emb. 333
Sunnyside - Turner Rd.
Grade
230
235
300

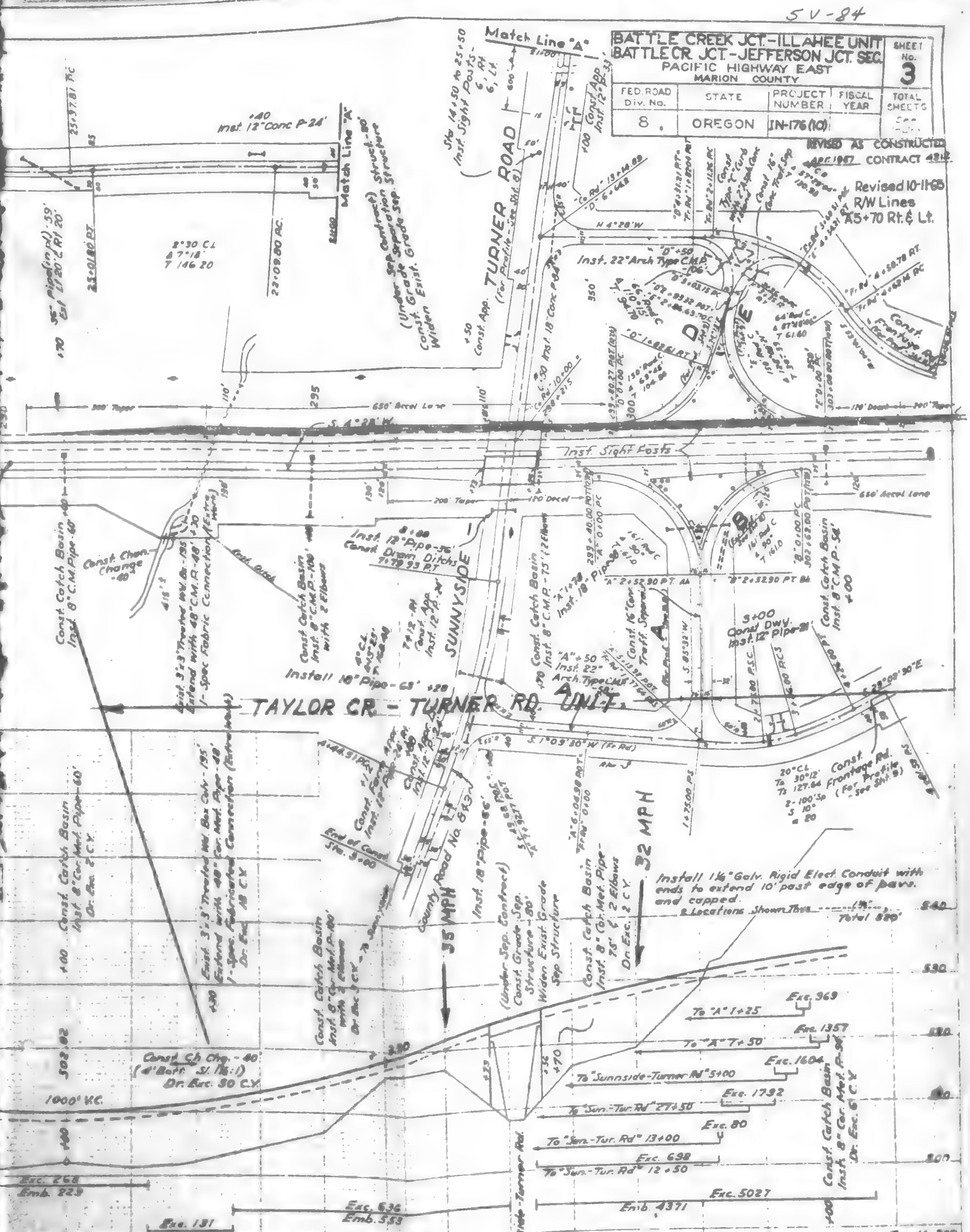
5V-84

BATTLE CREEK JCT.-ILLAHEE UNIT
BATTLE CR. JCT.-JEFFERSON JCT. SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 3 TOTAL SHEETS
8	OREGON	IN-176(10)		[illegible]

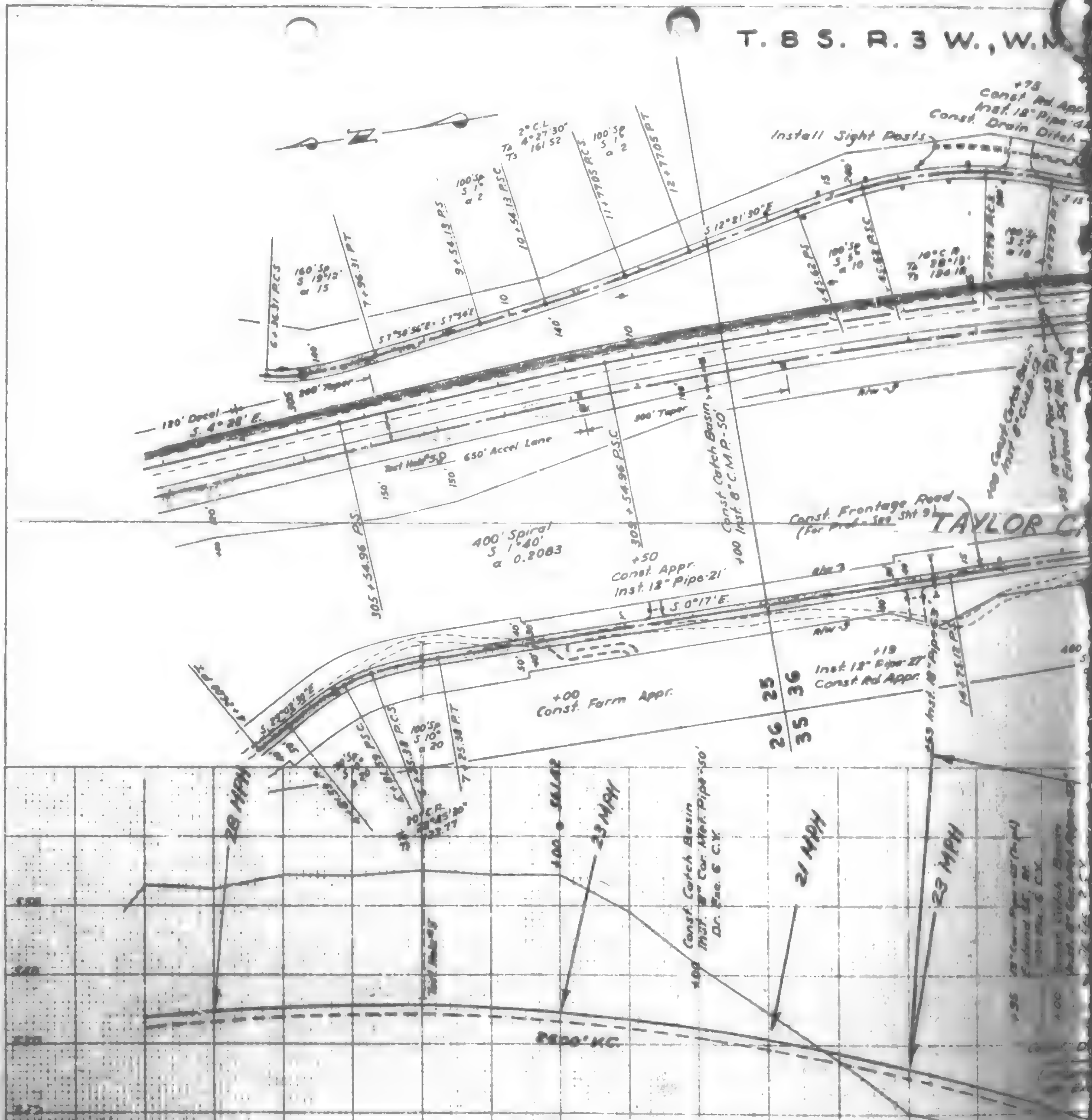
REVISED AS CONSTRUCTED
Apr. 1957 CONTRACT 4812

Revised 10-11-65
R/W Lines
A5+70 Rt. & Lt.


Match Line "A"
Sta 14+50 to 25+50 Inst. Sight Posts - 6' Rt. 6' Lt.
TURNER ROAD
(For Profile - See Sht. 8)
Const. App. Inst. 12" P-33
Inst. 12" Conc P-24'
Match Line "A"
Inst. 22" Arch Type C.M.P. -106'
(Under Sep. Contract) Const. Grade Separation Struct. Widen Exist. Grade Sep. Structure
Inst. 18" Conc. P-62'
650' Accel Lane
300' Taper
S. 4°28' W.
N 4°28' W
Inst. Sight Posts
200' Taper
120' Decel
650' Accel Lane
Const. Frontage Rd.
D
E
B
A
Const. Chan. Change -80'
Const. Catch Basin Inst. 8" C.M. Pipe-60'
Exist. 3'x3' Treated Wd. Box Culv.-135' Extend with 48" C.M.P.-48' 1-Spec Fabric Connection (Extra Work)
Const. Catch Basin Inst. 8" C.M.P.-106' with 2 Elbows
Inst. 12" Pipe-35' Const. Drain. Ditch
SUNNYSIDE
Install 18" Pipe-65'
Inst. 18" Pipe-74'
Const. Catch Basin Inst. 8" C.M.P.-73' 2 Elbows
"A"+50 Inst. 22" Arch Type C.M.P.-86'
Const. 16" Conc. Traff. Sep.
Const. Dwy. Inst. 12" Pipe-21'
Const. Catch Basin Inst. 8" C.M.P.-56'
TAYLOR CR.-TURNER RD. UNIT
S. 1°03'30" W (Fr. Rd.)
Const. Frontage Rd. (For Profile - See Sht. 9)
End of Const. Sta. 3+00
County Road No. 643
Inst. 18" Pipe-56'
32 MPH
35 MPH
Install 1¼" Galv. Rigid Elect. Conduit with ends to extend 10' past edge of pave. and capped.
2 Locations Shown Thus
Total 820'
Const. Catch Basin Inst. 8" Cor. Met. Pipe-60' Dr. Exc. 5 C.Y.
Exist. 3'x3' Treated Wd. Box Culv.-135' Extend with 48" Cor. Met. Pipe-48' 1-Spec Fabricated Connection (Extra Work) Dr. Exc. 18 C.Y.
Const. Catch Basin Inst. 8" Cor. Met. P.-100' with 2 Elbows Dr. Exc. 5 C.Y.
(Under Sep. Contract) Const. Grade Sep. Structure-80' Widen Exist. Grade Sep. Structure
Const. Catch Basin Inst. 8" Cor. Met. Pipe 73' 2 Elbows Dr. Exc. 2 C.Y.
Const. Catch Basin Inst. 8" Cor. Met. P.-56' Dr. Exc. 6 C.Y.
Const. Ch. Chg.-80' (4' Bott. Sl. 1½:1) Dr. Exc. 50 C.Y.
1000' V.C.
502.92
540
530
520
510
500
Sunnyside-Turner Rd.
Exc. 969 To "A" 1+25
Exc. 1357 To "A" 7+50
Exc. 1604 To "Sunnyside-Turner Rd" 5+00
Exc. 1792 To "Sun.-Tur. Rd" 27+50
Exc. 80 To "Sun.-Tur. Rd" 13+00
Exc. 698 To "Sun.-Tur. Rd" 12+50
Exc. 268 Emb. 223
Exc. 5027 Emb. 4371
Exc. 636 Emb. 553
Exc. 131 Emb. 114
Exc. 16,300
Emb. 3835
Short O.H. 54,300 Yd. Sta.
Emb. 14,174
Short O.H. 15,000 Yd. Sta.
Long O.H. 9 Yd. Sta.
From Sta. 303+65
Emb. 3278
Emb. 2174
295
300
303

Revised as Constructed

T. 8 S. R. 3 W., W.M.



Install Sight Posts
+75
Const. Rd. Appr.
Inst. 12" Pipe
Const. Drain Ditch
S 12°21'30" E
180' Decel.
S. 4°28' E.
300' Taper
650' Accel Lane
400' Spiral
S 1°40'
a 0.2083
305 + 54.96 P.S.
309 + 54.96 P.S.C.
+00 Const. Catch Basin
Inst. 6" C.M.P.-50'
Const. Frontage Road
(For Prof. - See Sht 3)
TAYLOR C
+50
Const. Appr.
Inst. 18" Pipe-21'
S. 0°17' E.
+19
Inst. 18" Pipe-27'
Const. Rd. Appr.
+00
Const. Farm Appr.
25
36
26
35
28 MPH
23 MPH
21 MPH
23 MPH
Const. Catch Basin
Inst. 8" Cor. Met. Pipe-50'
Dr. Exc. 6 C.Y.
2500' V.C.
Exc. 2508
Emb. 2181
Exc. 2212
Short. O.H. 4050 Yd. Sta.
See Sheet 8
Exc. 2800
Tr. Sta. 288+50
Exc. 37,488
303
305
310
315

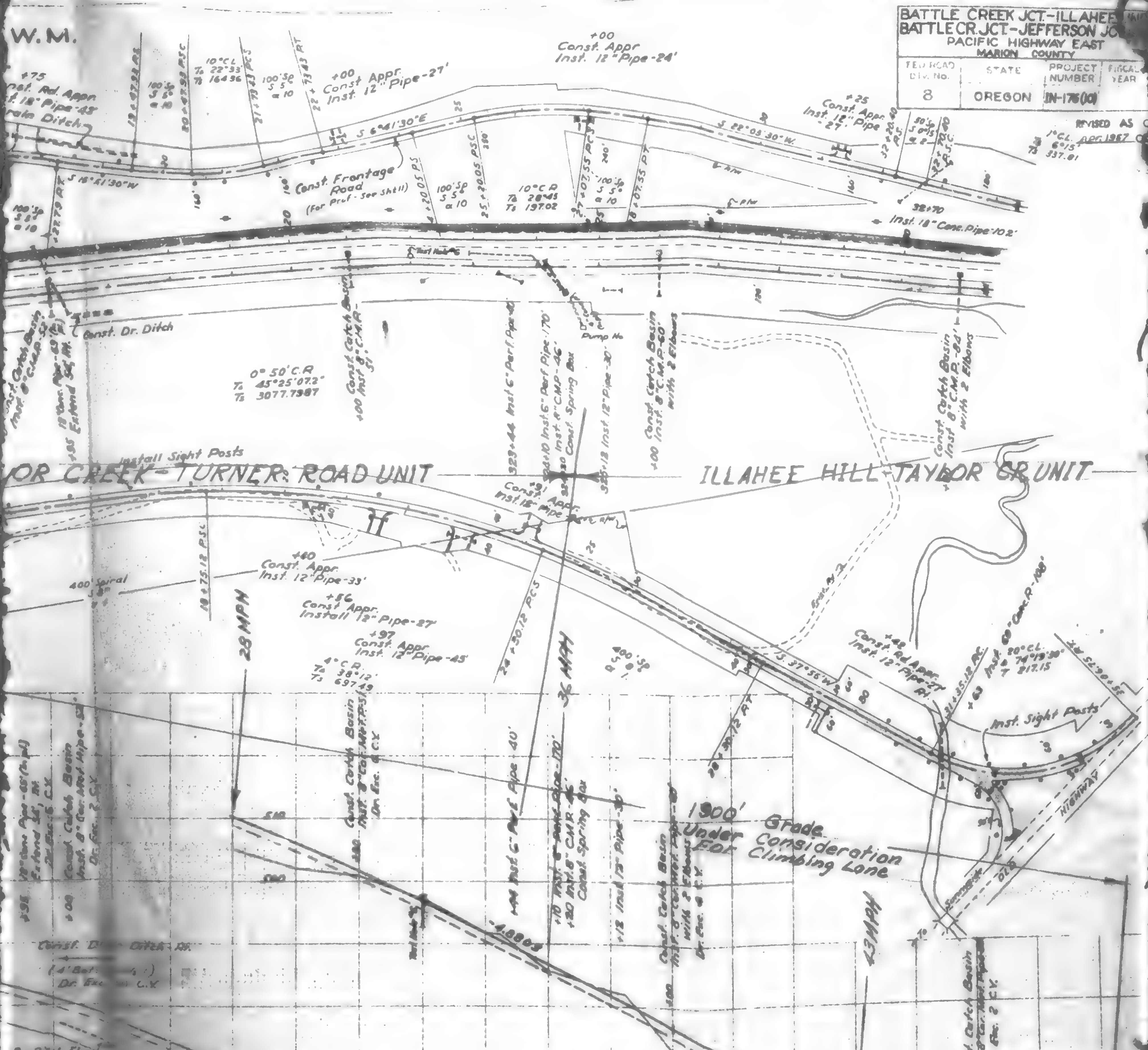
ORIGINAL SURVEY

5

BATTLE CREEK JCT.-ILLAHEE
BATTLE CR. JCT.-JEFFERSON JC
PACIFIC HIGHWAY EAST
MARION COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	IN-176(10)	

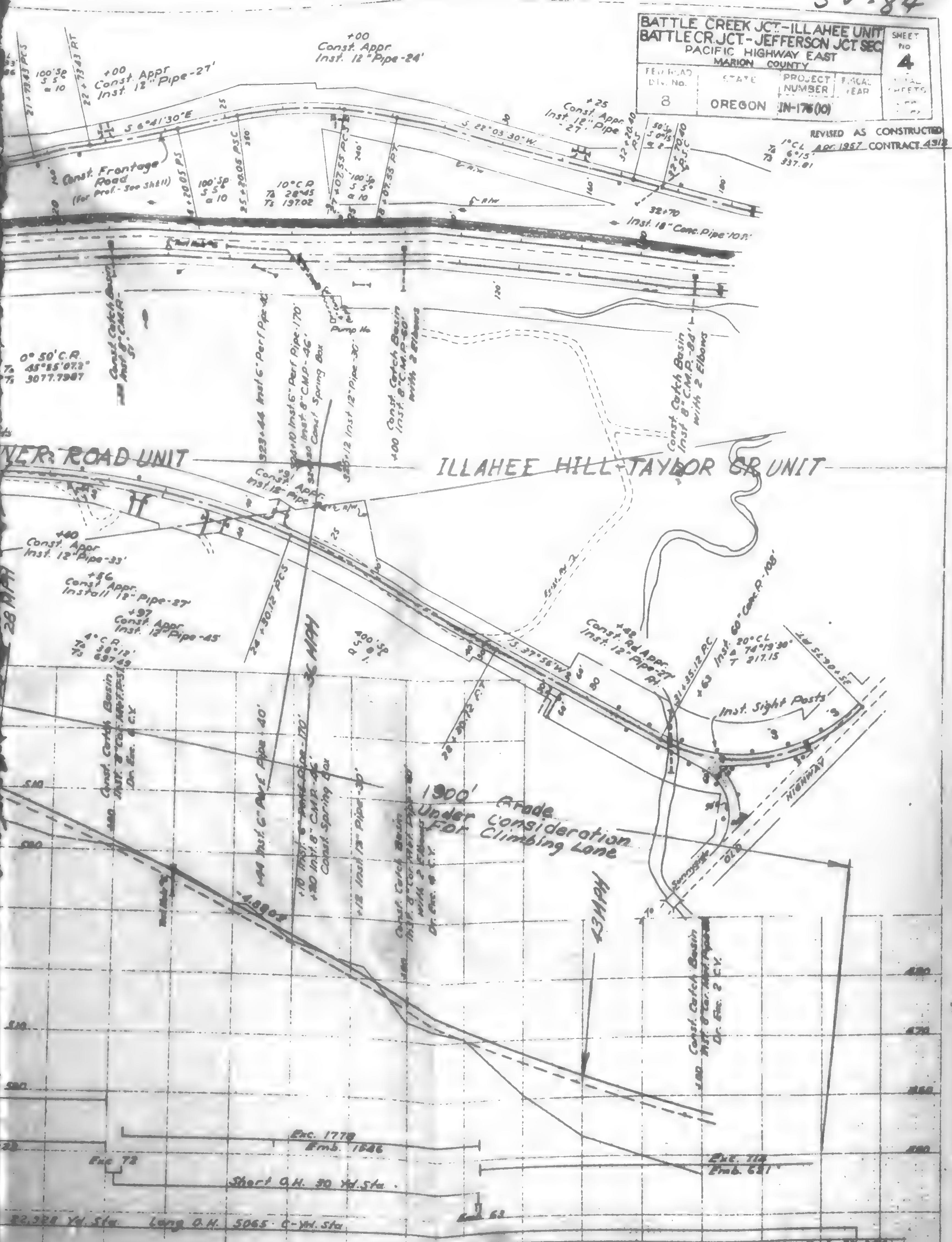
REVISED AS C
APR. 1957


W.M.
Const. Appr Inst. 12" Pipe-24'
Const. Appr. Inst. 12" Pipe-27'
Const. Rd. Appr. Inst. 18" Pipe-45'
Drain Ditch
S 6°41'30"E
S 22°03'30"W
S 16°51'30"W
Const. Frontage Road (For Prof. - See Sht. 11)
10° C.R. Ts 28-43 Ts 197.02
10° C.L. Ts 22-33 Ts 164.96
100' Sp S 5° a 10
Const. Appr. Inst. 12" Pipe -27'
32+70
Inst. 18" Conc. Pipe-10.2'
1° C.L. 6°15' 337.81
Const. Dr. Ditch
0° 50' C.R. Ts 45°25'07.2" Ts 3077.7987
Const. Catch Basin Inst. 8" C.M.P.-51'
Inst. 6" Perf. Pipe-40'
Inst. 6" Perf. Pipe-170' Inst. 8" C.M.P.-36' Const. Spring Box
Inst. 12" Pipe-30'
Const. Catch Basin Inst. 8" C.M.P.-50' with 2 Elbows
Const. Catch Basin Inst. 8" C.M.P.-84' with 2 Elbows
Pump Ho.
Install Sight Posts
OR CREEK-TURNER ROAD UNIT
ILLAHEE HILL-TAYLOR CR UNIT
Const. Appr. Inst. 18" Pipe
+40 Const. Appr. Inst. 12" Pipe-33'
+56 Const. Appr. Install 12" Pipe-27'
+97 Const. Appr. Inst. 12" Pipe-45'
400' Spiral
4° C.R. Ts 38°12' Ts 697.43
S 37°55'W
Const. Rd. Appr. Inst. 12" Pipe-27' Rt.
Inst. 60" Conc. P.-108'
20° C.L. 74°19'30" 217.15
Inst. Sight Posts
HIGHWAY
28 MPH
36 MPH
43 MPH
1900' Grade Under Consideration For Climbing Lane
-4.880%
Const. Dr. Ditch Rt.
Dr. Ditch Rt.
Const. Catch Basin Inst. 8" Gor. Mot. Pipe Dr. Exc. 2 C.Y.
Exc. 235
Emb. 204
Emb. 1929
Exc. 72
Exc. 1779
Emb. 1646
Short O.H. 30 Yd. Sta.
Emb. 63
Exc. 714
Emb. 621
Short O.H. 22,928 Yd. Sta.
Long O.H. 5065 C-Yd. Sta.
Emb. 531
510
500
520
320

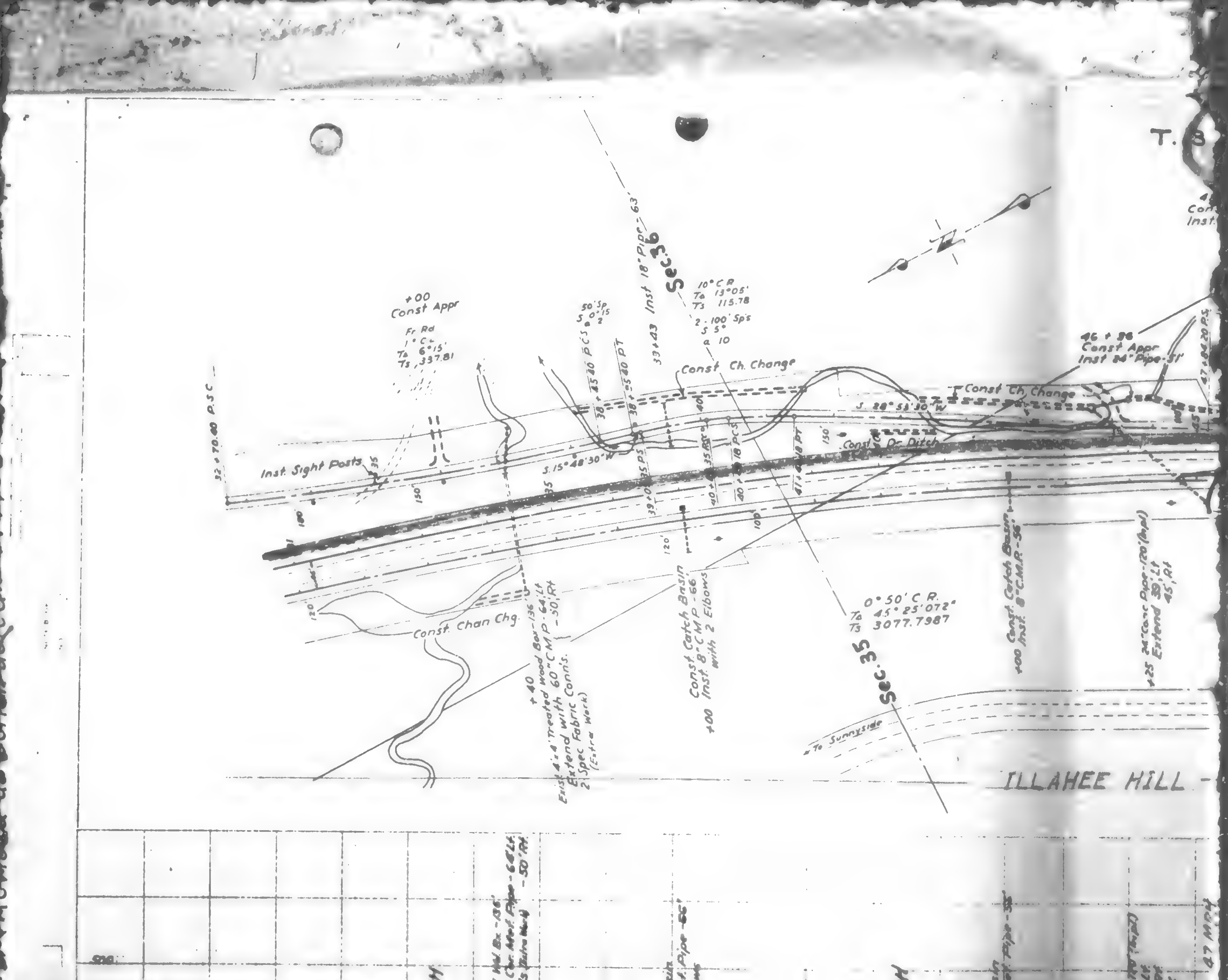
5V-84

BATTLE CREEK JCT.-ILLAHEE UNIT BATTLE CR. JCT.-JEFFERSON JCT. SEC. PACIFIC HIGHWAY EAST MARION COUNTY				SHEET No. 4
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	IN-176(10)		

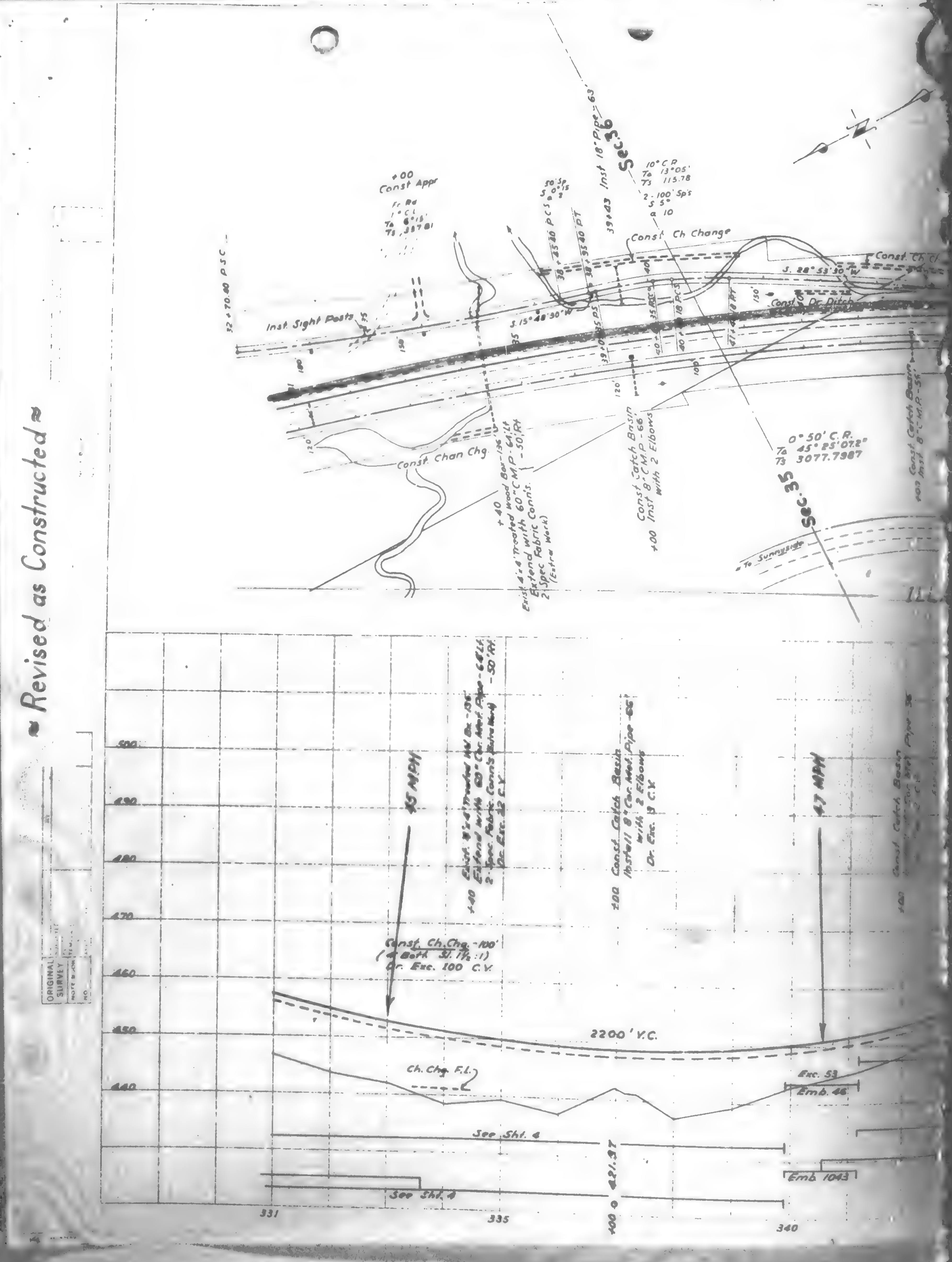
REVISED AS CONSTRUCTED Apr. 1957 CONTRACT 4312

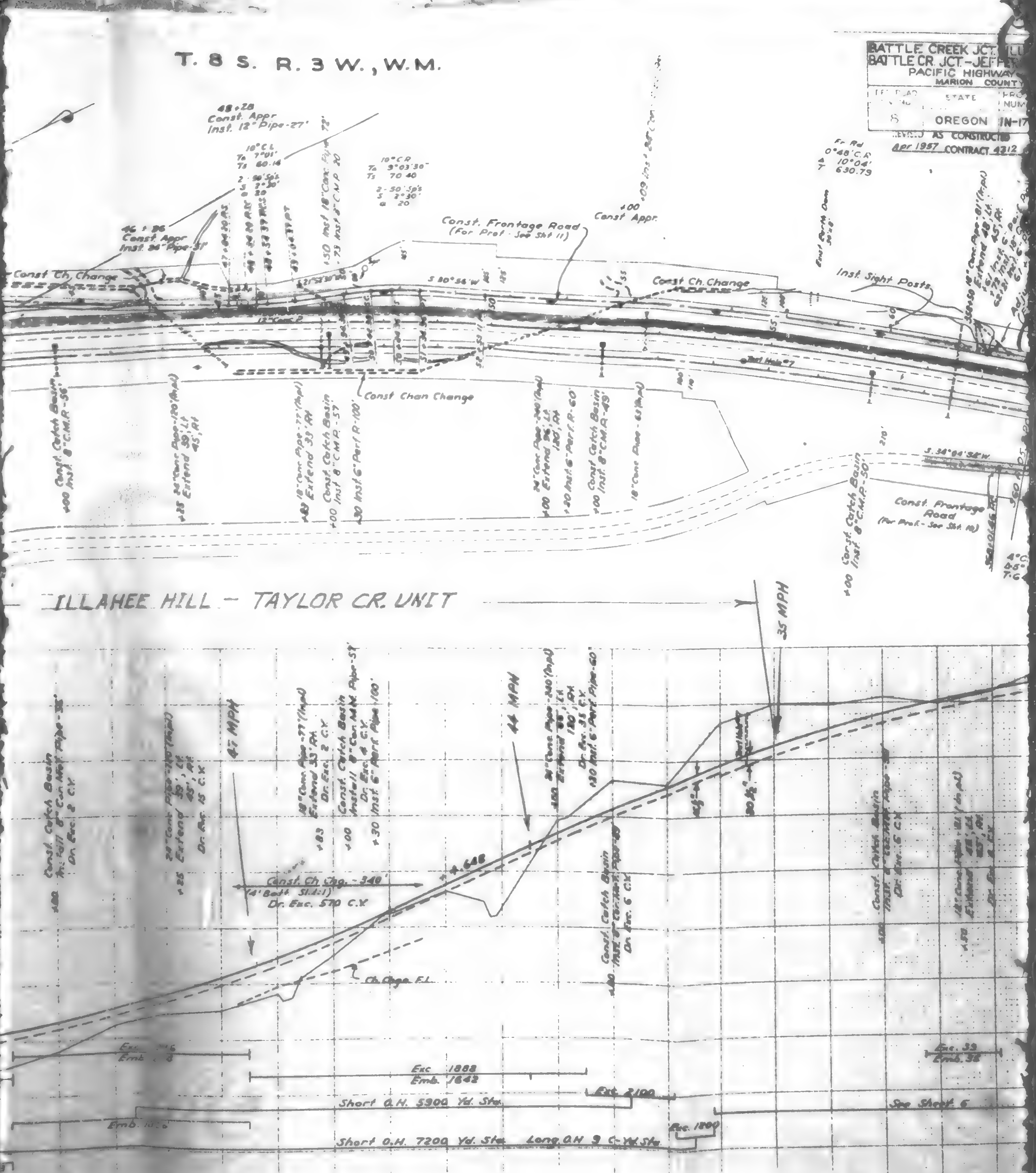


+00 Const. Appr. Inst. 12" Pipe-27'
+00 Const. Appr. Inst. 12" Pipe-24'
S. 6°41'30" E
S. 22°03'30" W.
+25 Const. Appr. Inst. 12" Pipe -27'
Const. Frontage Road (For Prof. - See Sht. 11)
100' Sp. S.S. a 10
10° C.R. Δ 28°45' Ts 197.02
32+70 Inst. 18" Conc. Pipe-10 ft.
1° C.L. Δ 6°15' Ts 337.81
0° 50' C.R. Δ 45°55'07.2" Ts 3077.7987
Const. Catch Basin Inst. 8" C.M.P.-51'
Inst. 6" Perf. Pipe-40'
Inst. 6" Perf. Pipe-170' Inst. 8" C.M.P.-46' Const. Spring Box
Inst. 12" Pipe-30'
Const. Catch Basin Inst. 8" C.M.P.-50' with 2 Elbows
Pump Ho.
Const. Catch Basin Inst. 8" C.M.P.-24' with 2 Elbows
RIVER ROAD UNIT
ILLAHEE HILL-TAYLOR CR. UNIT
+91 Const. Appr. Inst. 18" Pipe
+40 Const. Appr. Inst. 12" Pipe-33'
+56 Const. Appr. Install 12" Pipe-27'
+97 Const. Appr. Inst. 12" Pipe-45'
4° C.R. Δ 26°13' Ts 657.49
400' Sp. S.S.
S. 37°56' W.
+82 Const. Rd. Appr. Inst. 12" Pipe-27' Rt.
+63 Inst. 60" Conc. P.-108'
20° C.L. Δ 74°19'30" T 217.15
Inst. Sight Posts
OLD HIGHWAY
28 MPH
36 MPH
43 MPH
1900' Grade Under Consideration For Climbing Lane
-4.890%
Const. Catch Basin Inst. 8" C.M.P. Dr. Exc. 2 C.Y.
Exc. 1779 Emb. 1546
Exc. 72
Short O.H. 30 Yd. Sta.
Exc. 712 Emb. 621
22,328 Yd. Sta. Long O.H. 5065 C-Yd. Sta.
63
Emb. 32,328


T. 8
Sec. 36
Sec. 35
Inst. 18" Pipe - 63
+00 Const Appr
Fr Rd 1° C.L. Ta 6°15' Ts 337.81
50' Sp S 0°15 a 2
10° C R Ta 13°05' Ts 115.78
2 - 100' Sps S 5° a 10
33+43
Const Ch. Change
Const Ch. Change
46 + 36 Const Appr Inst 24" Pipe - 31'
S. 28° 53' 30" W
Const Dr. Ditch
Inst. Sight Posts
32 + 70.80 P.S.C.
S. 15° 48' 30" W
35 + 20 P.C.S.
35 + 80 P.T.
38 + 55 P.S.
39 + 40 P.C.S.
40 + 78 P.C.S.
41 + 19 P.T.
Const. Chan Chg.
+40 Exist 4 x 4' Treated Wood Box - 136' Extend with 60" C.M.P. - 64' Lt - 30' Rt 2 Spec Fabric Conns. (Extra Work)
+00 Const Catch Basin Inst 8" C.M.P. - 66' with 2 Elbows
0° 50' C.R. Ta 45° 25' 07.2" Ts 3077.7987
+00 Const Catch Basin Inst 8" C.M.P. - 36'
+25 24" Conc Pipe - 120' (Rpl) Extend 30' Lt 45' Rt
To Sunnyside
ILLAHEE HILL
45 MPH
47 MPH
+40 Exist 4' x 4' Treated Wd. Bx. - 136' Extend with 60" Cor. Met. Pipe - 64' Lt. - 30' Rt. 2 Spec. Fabric Conn's (Extra Work) Dr. Exc. 22 C.Y.
+00 Const. Catch Basin Install 8" Cor. Met. Pipe - 66' with 2 Elbows Dr. Exc. 3 C.Y.
+00 Const. Catch Basin Install 8" Cor. Met. Pipe - 36' Dr. Exc. 2 C.Y.
+25 24" Conc. Pipe - 120' (Rpl) Extend 30' Lt. 45' Rt. Dr. Exc. 15 C.Y.
Const. Ch. Chg. - 100' (4' Both Sl. 1½:1) Dr. Exc. 100 C.Y.
2200' V.C.
Ch. Chg. F.L.
Exc. 53
Emb. 46
Exc. 246
Emb. 218
Emb. 1826
Emb. 1043
See Sht. 4
See Sht. 4
100 = 421.97
500
490
480
470
460
450
440
331
335
340
345
ORIGINAL SURVEY

Revised as Constructed


Sec. 36
Sec. 35
Inst 18" Pipe - 63
10° C.R.
Ta 13°05'
Ts 115.78
2 - 100' Sp's
S 5°
Const Appr
Const Ch Change
Const. Ch. Chg.
Const. Dr. Ditch
S. 15°48'30" W
S. 28°53'30" W
Inst. Sight Posts
32+70.40 P.S.C.
Const. Chan Chg.
+40 Exist 4'x4' Treated Wood Box - 136' Lt
Extend with 60" C.M.P. - 64' Lt
Extend with Fabric Conn's - 50' Rt
2 Spec. Fabric Conn's (Extra Work)
+00 Const Catch Basin
Inst 8" C.M.P. - 66
with 2 Elbows
0°50' C.R.
Ta 45°25'07.2"
Ts 3077.7987
+00 Const Catch Basin
Inst 8" C.M.P. - 56
To Sunnyside
45 MPH
47 MPH
+40 Exist. 4'x4' Treated Wd. Bx. - 136'
Extend with 60" Cor. Met. Pipe - 64' Lt
2 Spec. Fabric Conn's (Extra Work) - 50' Rt
Dr. Exc. 32 C.Y.
+00 Const. Catch Basin
Install 8" Cor. Met. Pipe - 66'
with 2 Elbows
Dr. Exc. 13 C.Y.
+00 Const. Catch Basin
Const. Ch. Chg. - 100'
(4' Both Sl. 1½:1)
Dr. Exc. 100 C.Y.
2200' V.C.
Ch. Chg. F.L.
Exc. 53
Emb. 46
See Sht. 4
100 + 421.37
Emb. 1043
See Sht. 4
500
490
480
470
460
450
440
331
335
340
ORIGINAL SURVEY



BATTLE CREEK JCT.-ILLU
BATTLE CR. JCT.-JEFFER
PACIFIC HIGHWAY
MARION COUNTY

FED. ROAD DIV. NO.	STATE	PROJ. NUM
8	OREGON	IN-17

REVISED AS CONSTRUCTED
Apr 1957 CONTRACT 4312

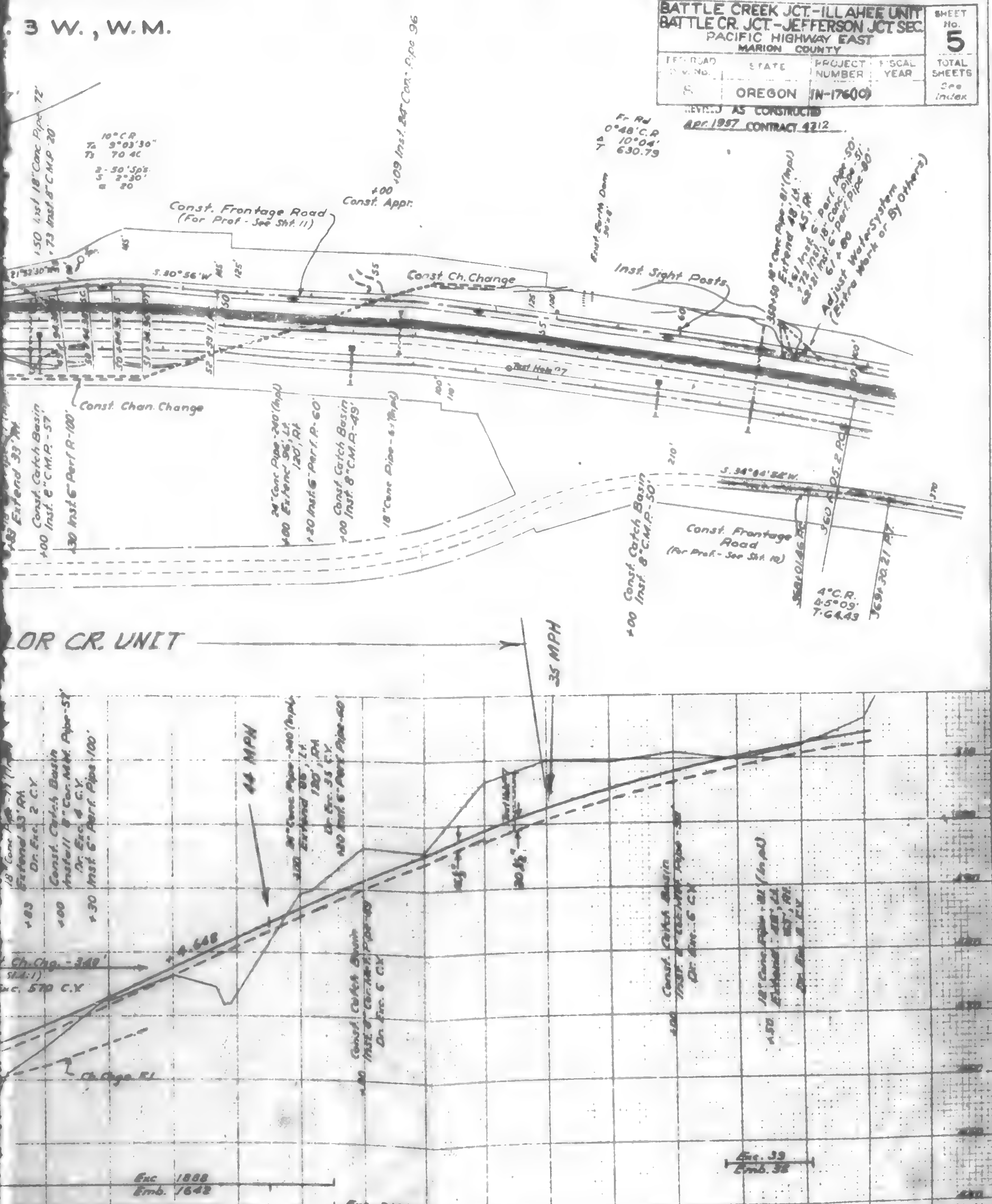
T. 8 S. R. 3 W., W.M.
48+28 Const. Appr Inst. 12" Pipe-27'
46+86 Const. Appr Inst. 36" Pipe-31'
10° C.L. Ta 7°01' Ts 60.14 2-50' Sp's S 2°30' a 20
10° C.R. Ta 3°03'30" Ts 70.40 2-50' Sp's S 2°30' a 20
+50 Inst. 18" Conc. Pipe 72'
+75 Inst. 8" C.M.P. 20
Const. Ch. Change
12" Conc. P.
S 21°53'30" W
S 30°56' W
Const. Frontage Road (For Prof. - See Sht. 11)
+00 Const. Appr.
Const. Ch. Change
Fr. Rd 0°48' C.R. 10°04' 630.79
Inst. Sight Posts
Bot. Hole #7
Const. Chan. Change
+00 Const. Catch Basin Inst. 8" C.M.P.-56'
+25 24" Conc. Pipe-120' (Inpl) Extend 39' Lt 45' Rt
+83 18" Conc. Pipe-77' (Inpl) Extend 33' Rt
+00 Const. Catch Basin Inst. 8" C.M.P.-57
+30 Inst. 6" Perf. R-100'
+00 24" Conc. Pipe-240' (Inpl) Extend 36' Lt 180' Rt
+30 Inst. 6" Perf. R-60'
+00 Const. Catch Basin Inst. 8" C.M.P.-49'
18" Conc. Pipe-65' (Inpl)
+00 Const. Catch Basin Inst. 8" C.M.P.-50'
S 34°04'38" W
Const. Frontage Road (For Prof. - See Sht. 10)
ILLAHEE HILL - TAYLOR CR. UNIT
35 MPH
47 MPH
44 MPH
+00 Const. Catch Basin Install 8" Con. M.H. Pipe-55' Dr. Exc. 8 C.Y.
+25 24" Conc. Pipe-120' (Inpl) Extend 39' Lt 45' Rt Dr. Exc. 15 C.Y.
+83 18" Conc. Pipe-77' (Inpl) Extend 33' Rt Dr. Exc. 2 C.Y.
+00 Const. Catch Basin Install 8" Con. M.H. Pipe-57' Dr. Exc. 4 C.Y.
+30 Inst. 6" Perf. Pipe-100'
+00 24" Conc. Pipe-240' (Inpl) Extend 36' Lt 180' Rt Dr. Exc. 35 C.Y.
+30 Inst. 6" Perf. Pipe-60'
+00 Const. Catch Basin Inst. 8" Con. M.H. Pipe-49' Dr. Exc. 6 C.Y.
Const. Ch. Chg. -340' (4' Bott. Sl. 4:1) Dr. Exc. 570 C.Y.
+4.64%
Ch. Chge. F.L.
+00 Const. Catch Basin Inst. 8" Con. M.H. Pipe-50' Dr. Exc. 6 C.Y.
+50 18" Conc. Pipe-81' (Inpl) Extend 48' Lt 45' Rt Dr. Exc. 8 C.Y.
Exc. 116 Emb. 8
Exc. 1888 Emb. 1642
Exc. 2100
Short O.H. 5900 Yd. Sta.
Emb. 1026
Short O.H. 7200 Yd. Sta. Long O.H. 9 C-Yd. Sta.
Exc. 1800
Exc. 33 Emb. 35
See Sheet 6
345
350

5V-84

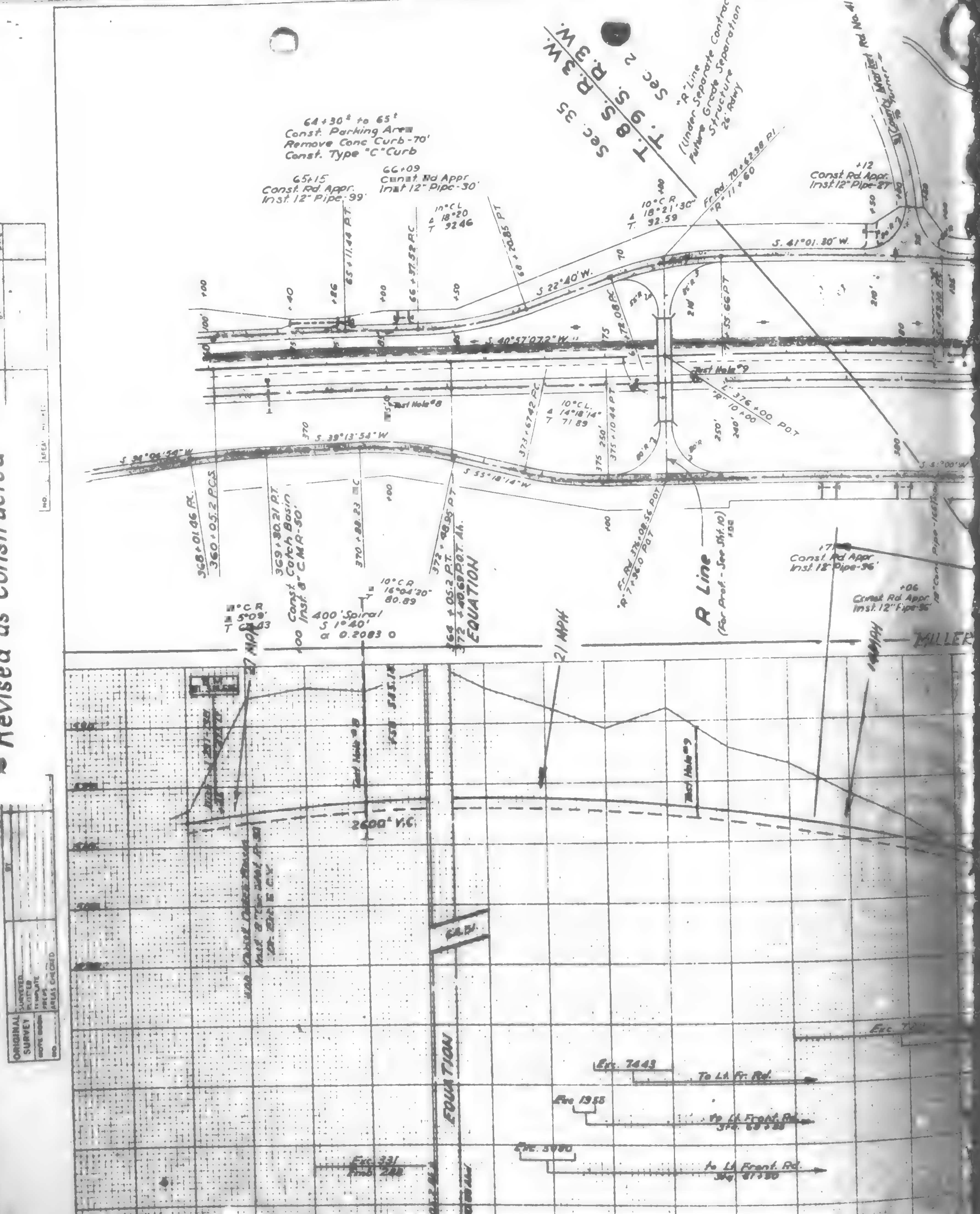
BATTLE CREEK JCT.-ILLAHEE UNIT
BATTLE CR. JCT.-JEFFERSON JCT. SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 5
8	OREGON	IN-176(10)		TOTAL SHEETS See Index

REVISED AS CONSTRUCTED
Apr. 1957 CONTRACT 4712


. 3 W., W.M.
+50 Inst. 18" Conc. Pipe 72'
+73 Inst. 8" C.M.P. 20'
10° C.R.
9°03'30"
2-50' Sp's.
+00 Const. Appr.
+00 109 Inst. 24" Conc. Pipe 96
Const. Frontage Road (For Prof. - See Sht. 11)
S. 30°56' W.
Const. Ch. Change
Fr. Rd 0°48' C.R. 10°04' 630.79
Exist. Earth Dam
Inst. Sight Posts
Adjust Water System (Extra Work or By Others)
Extend 48' Lt. 45' Rt.
Test Hole 97
Const. Chan. Change
Extend 33' Rt.
Const. Catch Basin Inst. 8" C.M.P. 57'
+30 Inst. 6" Perf. P. 100'
24" Conc. Pipe 240' (Impl.) +00 Extend 96' Lt. 120' Rt.
+20 Inst. 6" Perf. P. 60'
+00 Const. Catch Basin Inst. 8" C.M.P. 49
18" Conc. Pipe 61' (Impl.)
+00 Const. Catch Basin Inst. 8" C.M.P. 50'
S. 34°04'58" W.
Const. Frontage Road (For Prof. - See Sht. 10)
4° C.R. 5°09' T. 64.43
360
LOR CR. UNIT
35 MPH
44 MPH
Ch. Chg. - 349'
Exc. 570 C.Y.
Ch. Chge. Rt.
Exc. 1888 Emb. 1642
Short O.H. 5900 Yd. Sta.
Exc. 2100
Short O.H. 7200 Yd. Sta.
Long O.H. 9 C-Yd. Sta.
Exc. 1800
Exc. 39 Emb. 38
See Sheet 6
350

≈ Revised as Constructed ≈

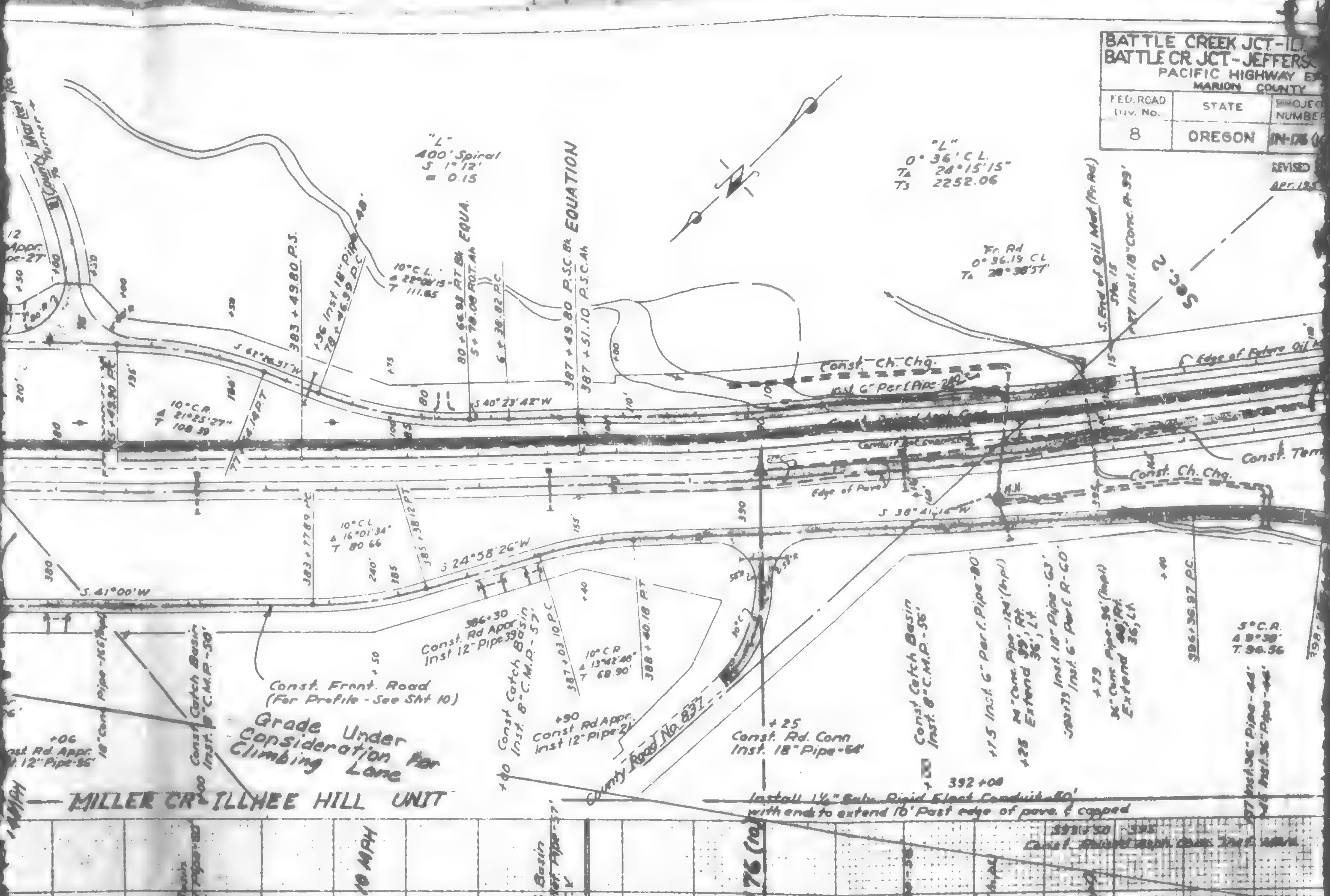


T. 9 S. R. 3 W.
T. 8 S.
Sec. 35
Sec. 2
"R" Line (Under Separate Contract) Future Grade Separation Structure 26' Rdwy
64+30± to 65± Const. Parking Area Remove Conc. Curb-70' Const. Type "C" Curb
65+15 Const. Rd. Appr. Inst. 12" Pipe-99'
66+09 Const. Rd Appr Inst. 12" Pipe-30'
10°C.L. Δ 18°20' T 92.46
10°C.R. Δ 18°21'30" T 92.59
Fr. Rd. 70+62.98 P.I. "R" 11+60
+12 Const. Rd. Appr. Inst. 12" Pipe-87'
County Market Rd. No. 41
S. 22°40' W.
S. 41°01'30" W.
S. 40°57'07.2" W.
65+11.44 P.T.
66+97.32 P.C.
68+70.85 P.T.
72.08 P.C.
55.66 P.T.
Test Hole #8
Test Hole #9
376+00 P.O.T.
10°C.L. Δ 14°18'14" T 71.89
373+67.42 P.C.
375+10.44 P.T.
S. 39°13'54" W.
S. 34°04'54" W.
S. 53°18'14" W.
368+01.06 P.I.
360+05.2 P.C.S.
369+30.21 P.T.
Const. Catch Basin Inst. 8" C.M.R.-50'
370+88.23
372+48.95 P.T.
364+05.2 P.T. 372+20.60 P.T. Ah.
EQUATION
"R" Fr. Rd. 376+08.56 P.O.T. 7+36.0 P.O.T.
R Line (For Prof. See Sht. 10)
+71 Const. Rd. Appr. Inst. 18" Pipe-36'
+06 Const. Rd. Appr. Inst. 12" Pipe-56'
10°C.R. Δ 5°09' T C3.43
10°C.R. Δ 16°04'20" T 80.89
400' Spiral S 1°40' a 0.2083 0
27 MPH
21 MPH
MILLER
2600' V.C.
Test Hole #8
Test Hole #9
EQUATION
Exc. 7443 To Lt. Fr. Rd.
Exc. 1958 To Lt. Front Rd. Sta. 69+38
Exc. 5980 To Lt. Front Rd. Sta. 67+80
Exc. 331 Emb. 288
Exc. 47,292
Exc.
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
PROFS.
NOTE BOOK
AREAS CHECKED
NO.
DATE
360
364
373
375
380

BATTLE CREEK JCT-IL
BATTLE CR JCT-JEFFERSO
PACIFIC HIGHWAY E
MARION COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER
8	OREGON	IN-176 (

REVISED
Apr. 195



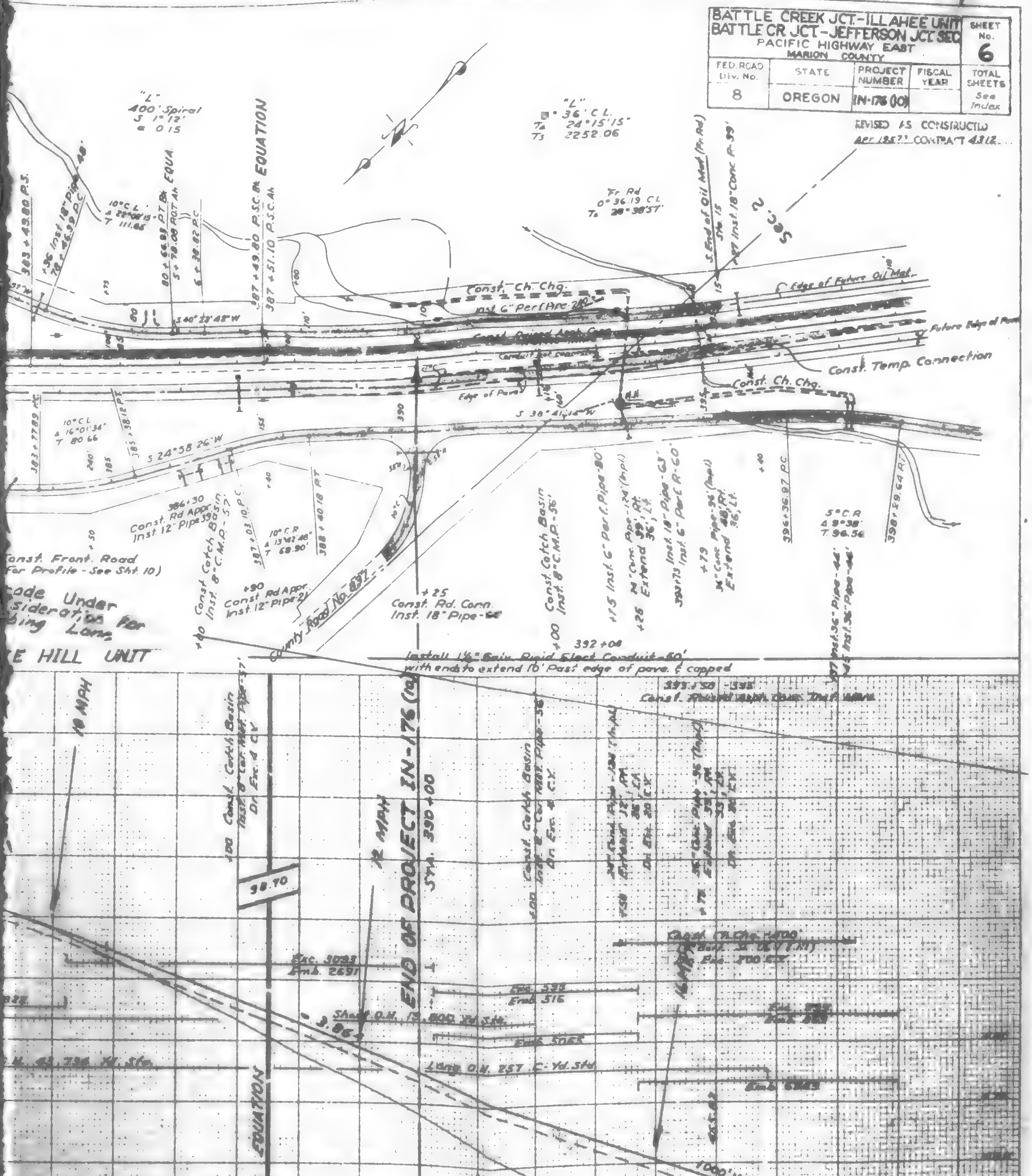
"L"
400' Spiral
S 1°12'
= 0.15
"L"
0° 36' C.L.
Δ 24°15'15"
T 2252.06
387+49.80 P.S.C. Bk EQUATION
387+51.10 P.S.C. Ah
383+49.80 P.S.
10° C.L.
Δ 22°08'15"
T 111.65
80+64.98 RT. Bk. EQUA.
5+78.08 ROT. Ah
6+38.82 P.C.
10° C.R.
Δ 21°25'27"
T 108.30
S 62°18'31"W
S 40°23'42"W
Fr. Rd
0° 36.15' C.L.
Δ 28°38'57"
S. End of Oil Mat (Fr. Rd.)
Inst. 18" Conc. R-39
Sec. 2
Const. Ch. Chg.
Inst 6" Perf. (Apc-210)
Const. Asph. Conc.
Edge of Future Oil Mat
Const. Temp
Const. Ch. Chg.
Edge of Pave.
S 38°41'15"W
10° C.L.
Δ 16°01'34"
T 80.66
383+77.89 P.C.
385+38.12 P.T.
S 24°58'26"W
S 41°00'W
County Market Rd.
Const. Frnt. Road
(For Profile - See Sht 10)
Grade Under Consideration for Climbing Lane
Const Rd. Appr.
Inst 12" Pipe-56
18" Corr. Pipe-155 (Repl.)
Const. Catch Basin
Inst. 8" C.M.P.-50
386+30
Const. Rd Appr.
Inst 12" Pipe 390
Const. Catch Basin
Inst. 8" C.M.P.-57
+90
Const Rd Appr.
Inst 12" Pipe-21
10° C.R.
Δ 13°42'46"
T 68.90
387+03.10 P.C.
388+40.18 P.T.
County Road No. 831
+25
Const. Rd. Conn.
Inst. 18" Pipe-64
Const. Catch Basin
Inst. 8" C.M.P.-56
+15 Inst. 6" Perf. Pipe-80
+25 24" Corr. Pipe-124 (Repl.) Extend 36', Lt.
Inst. 18" Pipe-63
Inst. 6" Perf. R-60
+75 36" Corr. Pipe-36 (Repl.) Extend 36', Lt.
396+36.97 P.C.
5° C.R.
Δ 9°38'
T 96.56
392+00
Install 1½" Galv. Rigid Elect. Conduit-50' with ends to extend 10' past edge of pave. & capped
MILLER CR-ILLHEE HILL UNIT
Const. Catch Basin Inst. 8" Cor. Met. Pipe-50 Dr. Exc. 6 C.Y.
10 MPH
Const. Catch Basin Inst. 8" Cor. Met. Pipe-57 Dr. Exc. 4 C.Y.
38.70
12 MPH
END OF PROJECT IN-176 (10)
STA. 390+00
Exc. 3093
Emb. 2691
Exc. 5822
Exc. 7289
Short O.H. 43,736 Yd. Sta.
Short O.H. 15,800 Yd. Sta.
3.86
Long O.H. 767 C. Yd. Sta.
Exc. 535
Emb. 516
Emb. 5182
Const. Ch. Chg.
Exc. 700 C.Y.
Exc. 952
Emb. 589
Emb. 6983
1000' V.C.
387+49.8 Bk.
387+51.1 Ahd.
EQUATION
380
385
390
395

5V-84

BATTLE CREEK JCT.-ILLAHEE UNIT
BATTLE CR JCT-JEFFERSON JCT. SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	IN-176 (10)		6	See Index

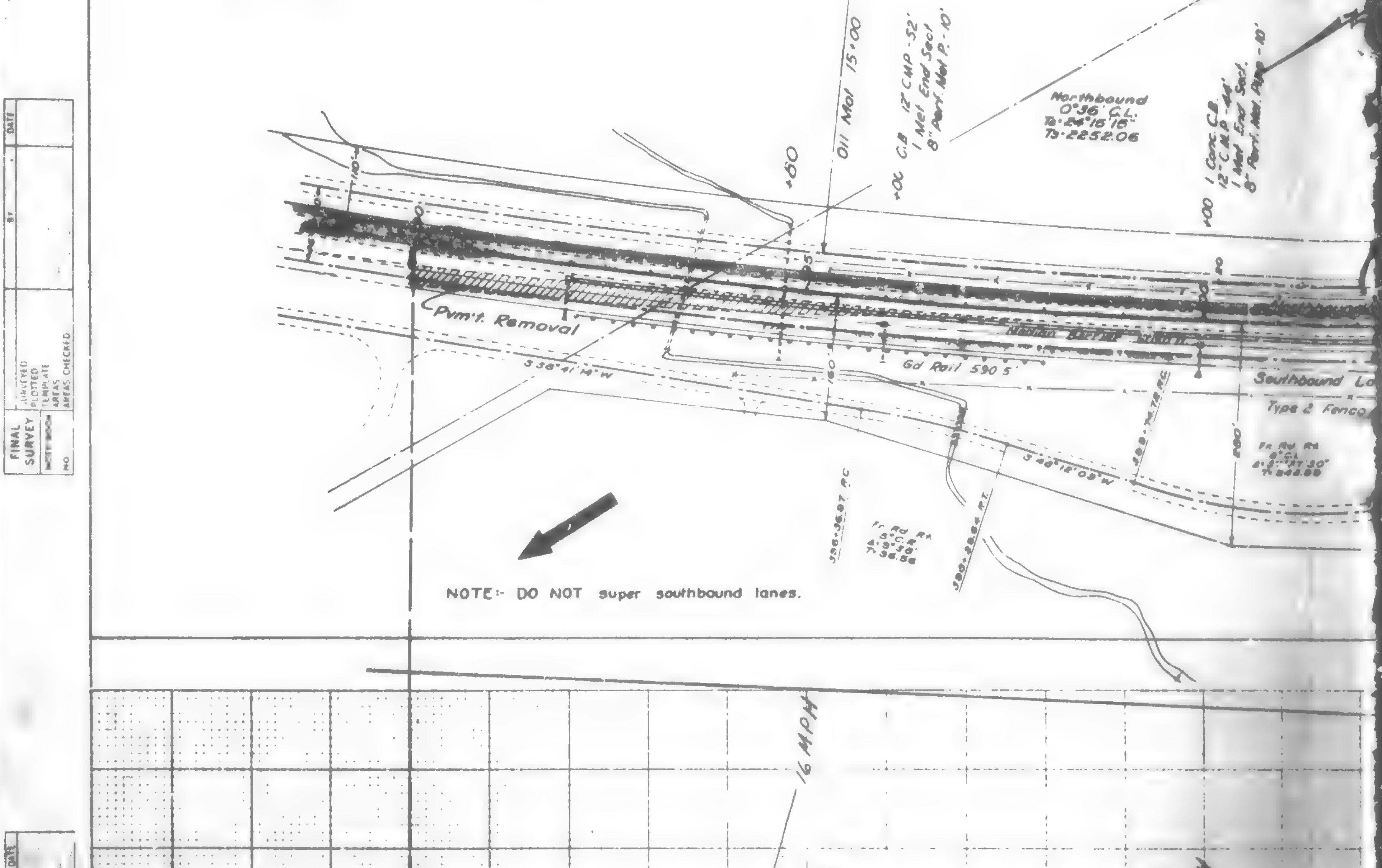
REVISED AS CONSTRUCTED
Apr 1957 CONTRACT 4312



"L"
400' Spiral
S 1°12'
a 0.15
"L"
0° 36' C.L.
Ts 24°15'15"
Ts 2252.06
383+49.80 P.S.
+36 Inst. 18" Pipe-48
79+46.59 P.C.
10° C.L.
Δ 22°08'15"
T 111.65
80+64.83 P.T. Bk. EQUA.
S+78.06 P.O.T. Ah.
6+38.82 P.C.
387+49.80 P.S.C. Bk. EQUATION
387+51.10 P.S.C. Ah.
Fr. Rd
0° 36.19 C.L.
Ts 28°38'57"
S. End of Oil Mat (Fr. Rd)
Sta. 15
Inst. 18" Conc. P-39
SEC. 2
Const. Ch. Chg.
Inst. 6" Perf. Pipe-240'
C Edge of Future Oil Mat
Future Edge of Pave.
Const. Temp. Connection
Const. Ch. Chg.
Edge of Pave.
S 40°23'45" W
S 38°41'16" W
S 24°58'26" W
10° C.L.
Δ 16°01'34"
T 80.66
383+77.89 P.T.
385+38.12 P.T.
386+30
Const. Rd. Appr.
Inst. 12" Pipe 39 Basin
387+03.10 P.C.
10° C.R.
Δ 13°42'48"
T 68.90'
388+40.18 P.T.
Const. Front. Road
(For Profile - See Sht. 10)
Const. Catch Basin
Inst. 8" C.M.P.-57
+90
Const. Rd. Appr.
Inst. 12" Pipe-21
County Road No. 831
+25
Const. Rd. Conn.
Inst. 18" Pipe-64
Const. Catch Basin
Inst. 8" C.M.P.-56
+15 Inst. 6" Perf. Pipe-80
+26 24" Conc. Pipe-134 (Repl.) Extend 39' Rt. Extend 36' Lt.
Inst. 18" Pipe-63
Inst. 6" Perf. R-60
+79 36" Conc. Pipe-36 (Repl.) Extend 48' Rt. Extend 36' Lt.
396+36.97 P.C.
5° C.R.
Δ 9°38'
T 96.56
398+29.64 P.T.
Inst. 36" Pipe-44
Inst. 36" Pipe-44
392+04
Install 1½" Galv. Rigid Elect. Conduit-50' with ends to extend 10' Past edge of pave. & capped
393+50 - 395
Const. Raised Asph. Conc. Traf. Island
...cade Under
...sideration for
...bing Lane
...E HILL UNIT
10 MPH
12 MPH
+00 Const. Catch Basin Inst. 8" Cor. Met. Pipe-57 Dr. Exc. 4 C.Y.
38.70
END OF PROJECT IN-176 (10)
Sta. 390+00
+00 Const. Catch Basin Inst. 8" Cor. Met. Pipe-56 Dr. Exc. 4 C.Y.
Exc. 3093
Emb. 2691
Exc. 395
Emb. 516
Short O.H. 12,800 Yd. Sta.
Emb. 5065
Long O.H. 257 C. Yd. Sta.
Const. Ch. Chg. +400
Exc. 700 C.Y.
Emb. 6343
EQUATION
387+49.80 Bk.
387+51.10 Ah.
-3.86%
1000' V.C.
385
390
395

Note:- This is a limited access p[illegible]t. Approaches shown are subject to change. Approaches are to be constructed only as called for by Right of Way Agreements

Note:- Sight posts are to be installed at 400' intervals on each side of both North and South bound highway roabeds.

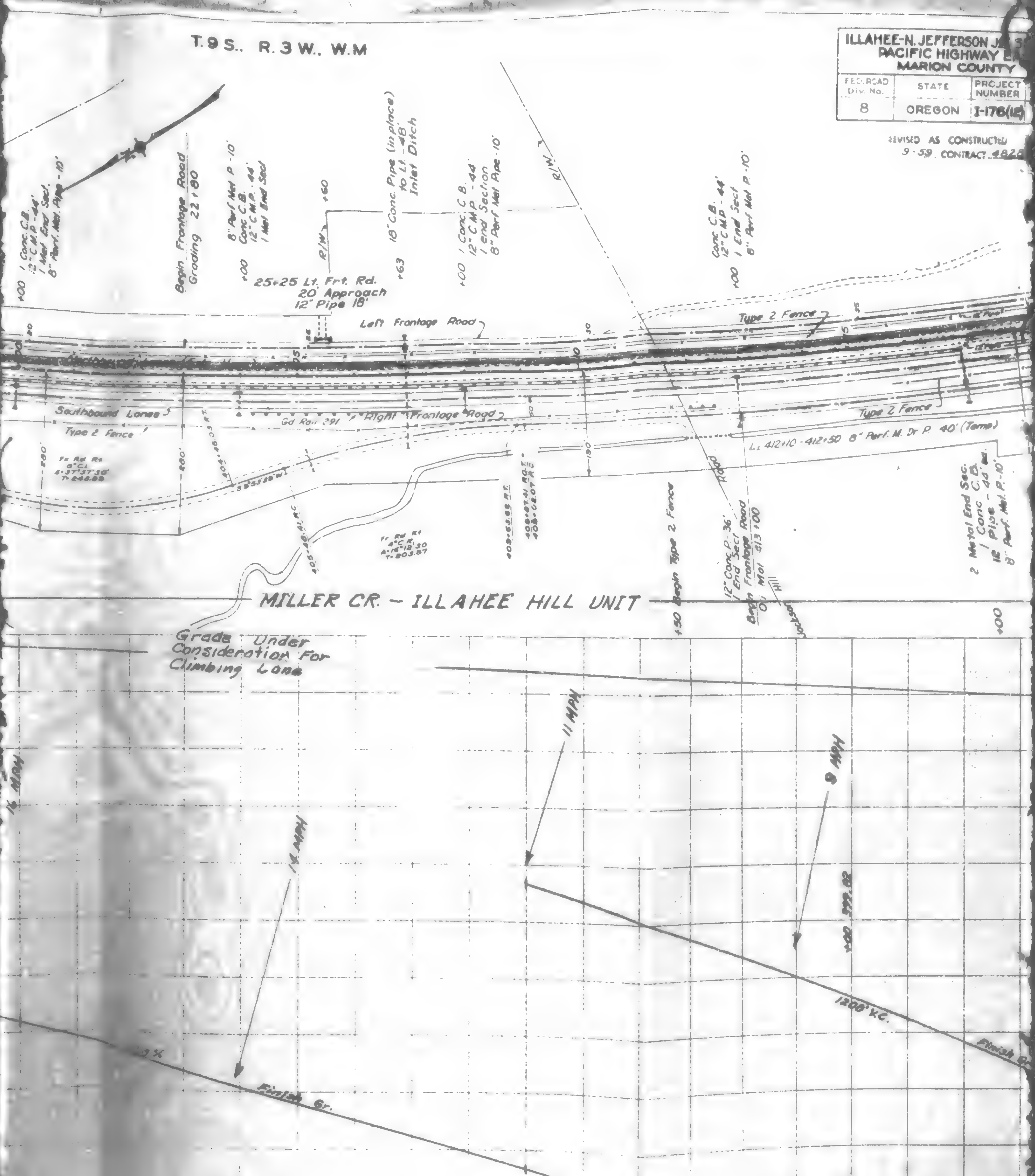


Oil Mat 15'00
+00 C.B. 12" CMP -52' 1 Met End Sect 8" Perf. Met P. -10'
Northbound 0°36' C.L. Ts·24°15'15" Ts·2252.06
+00 1 Conc. C.B. 12" C.M.P.-44' 1 Met End Sect. 8" Perf. Met Pipe -10'
+60
Pvm't. Removal
S 58°41'14" W
Gd Rail 590.5'
Southbound Lo
Type 2 Fence
Fr Rd Rt 6° C.L.
S 48°12'03" W
396+36.87 P.C.
Fr Rd Rt 5° C.R.
396+23.64 P.T.
NOTE:- DO NOT super southbound lanes.
16 MPH
16 MPH
Pavement Removal 1690 sq. yd.
BEGINNING OF PROJECT STA. 390+00
+00 455.82
390
395
400
FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
ORIGINAL SURVEY
BY
DATE

ILLAHEE-N. JEFFERSON J
PACIFIC HIGHWAY E
MARION COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	I-176(1

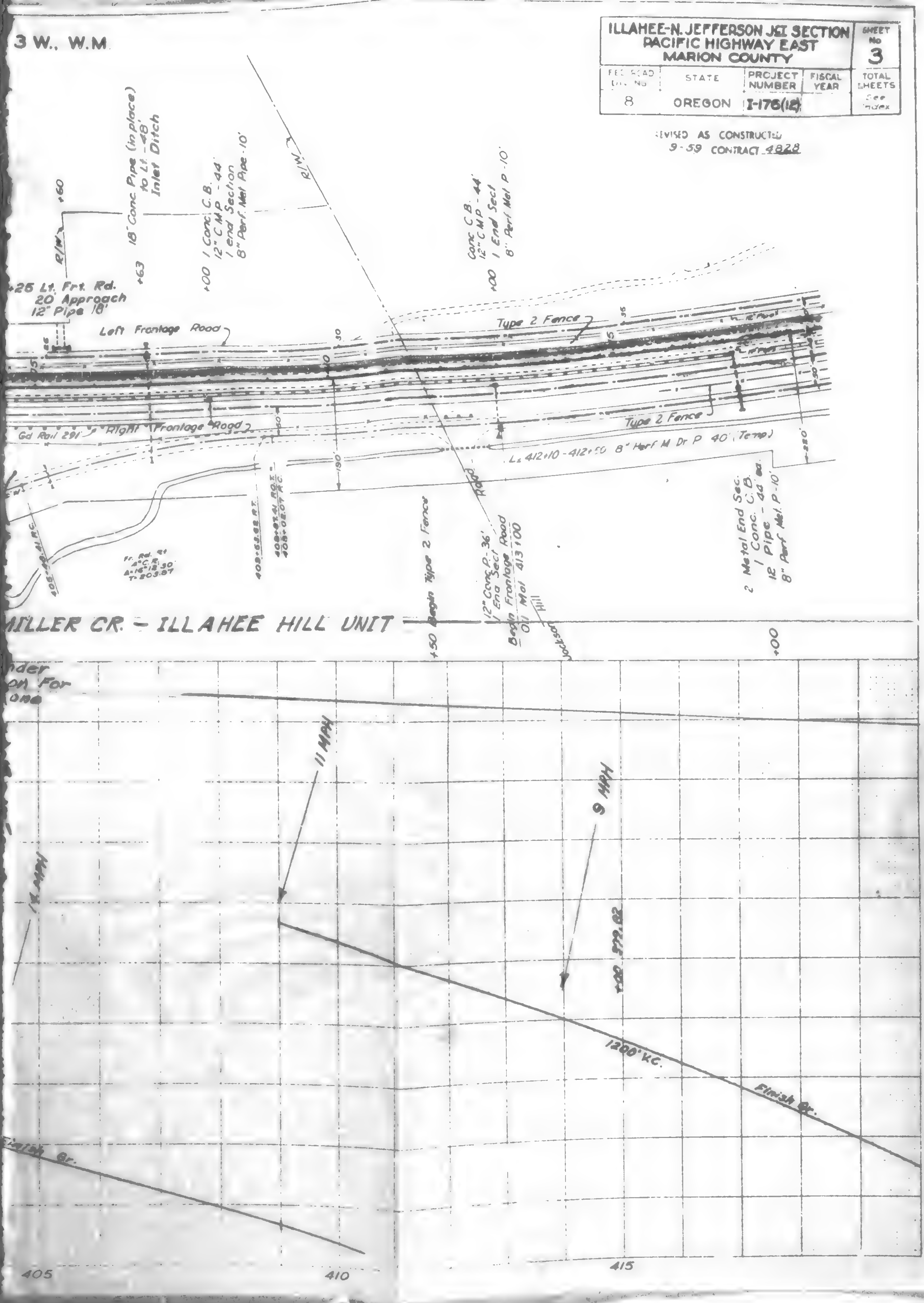
REVISED AS CONSTRUCTED
9-59. CONTRACT 4828

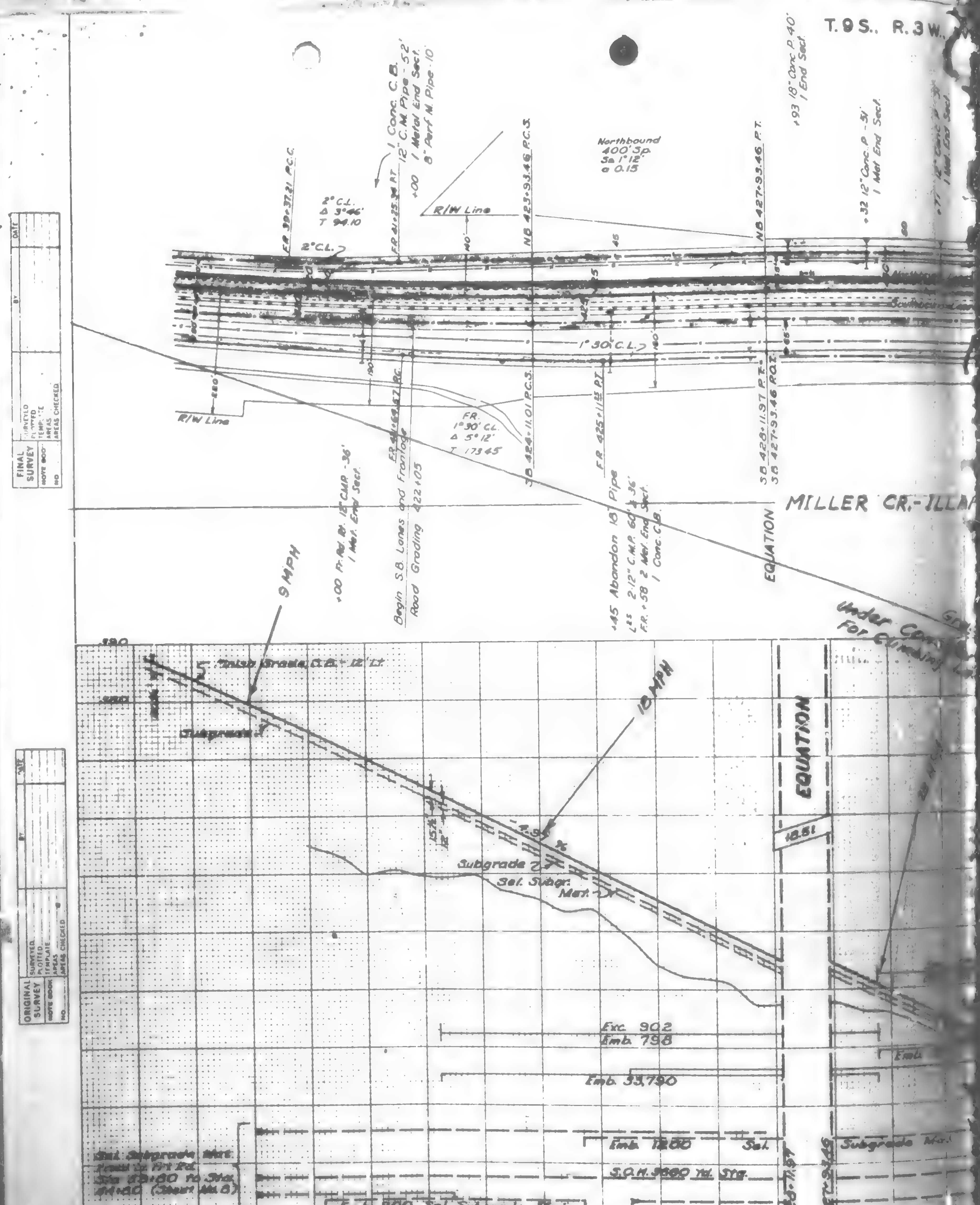


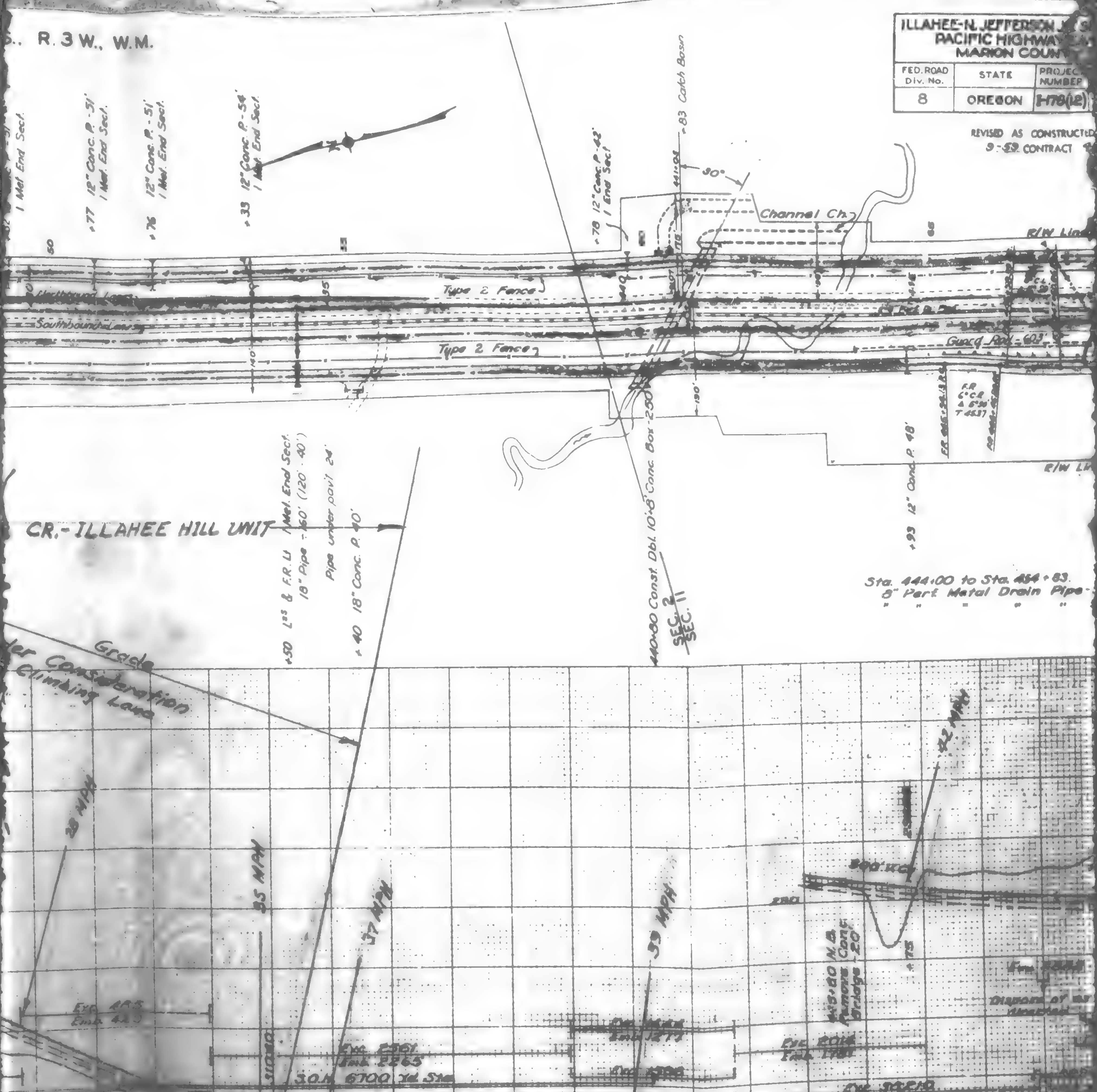
T. 9 S., R. 3 W., W.M
+00 1 Conc. C.B. 12" C.M.P.-44' 1 Met End Sect. 8" Perf. Met. Pipe -10'
Begin Frontage Road Grading 22+80
+00 8" Perf Met P.-10' Conc C.B. 12" C.M.P.-44' 1 Met End Sect
25+25 Lt. Frt. Rd. 20' Approach 12" Pipe 18'
R/W
+60
+63 18" Conc. Pipe (in place) to Lt. -48' Inlet Ditch
+00 1 Conc. C.B. 12" C.M.P.-44' 1 end Section 8" Perf Met Pipe -10'
R/W
+00 Conc. C.B. 12" C.M.P.-44' 1 End Sect 8" Perf Met P.-10'
Left Frontage Road
Type 2 Fence
Southbound Lanes
Type 2 Fence
Gd Rail 291'
Right Frontage Road
Type 2 Fence
Lt 412+10 - 412+50 8" Perf. M. Dr. P. 40' (Temp)
Fr Rd Rt 8° C.L. Δ 37°37'30" T 246.85
404+46.03 R.T.
S 35°33'39" W
Fr Rd Rt 4° C.R. Δ 16°12'30" T 203.57
405+48.51 R.C.
409+63.88 R.T.
408+87.41 R.O.E. 408+08.07 R.C.
Road
+50 Begin Type 2 Fence
12" Conc. P. 36' 1 End Sect Road
Begin Frontage Road O. Mol 413+00
Jackson Hill
2 Metal End Sec. 1 Conc C.B. 12" Pipe - 44' 8" Perf. Met. P.-10'
+00
MILLER CR. - ILLAHEE HILL UNIT
Grade Under Consideration For Climbing Lane
14 MPH
14 MPH
11 MPH
9 MPH
1200' V.C.
Finish Gr.
Finish Gr.
400
405
410
415

ILLAHEE-N. JEFFERSON JCT SECTION PACIFIC HIGHWAY EAST MARION COUNTY				SHEET No 3
FED. ROAD DIV. NO	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-176(12)		See Index

REVISED AS CONSTRUCTED
9-59 CONTRACT 4828


3 W., W.M.
R/W
+60
+63
18" Conc Pipe (in place) to Lt. 48' Inlet Ditch
+00 1 Conc. C.B. 12" C.M.P. - 44' 1 end Section 8" Perf. Met Pipe - 10'
Conc. C.B. 12" C.M.P. - 44' 1 End Sect 8" Perf. Met P. - 10'
+00
+25 Lt. Frt. Rd. 20' Approach 12" Pipe 18'
Left Frontage Road
Type 2 Fence
Gd Rail 291' Right Frontage Road
Type 2 Fence
Lt 412+10 - 412+50 8" Perf M Dr P 40' (Temp)
Fr. Rd. Pl
Road
+50 Begin Type 2 Fence
12" Conc P. 36' 1 End Sect. Road
Begin Frontage Road Oil Mat 413+00
Jackson Hill
2 Metal End Sec. 1 Conc. C.B. 12" Pipe - 44' ea. 8" Perf. Met. P. - 10'
+00
MILLER CR. - ILLAHEE HILL UNIT
...nder ...on For ...one
11 MPH
9 MPH
14 MPH
+00 372.62
1200' V.C.
Finish Gr.
Finish Gr.
405
410
415


T.9S., R.3W.
+93 18" Conc. P. 40'
1 End Sect.
+32 12" Conc. P. 51
1 Met. End Sect.
+77 12" Conc. P. 51
1 Met. End Sect.
Northbound
400' Sp.
Se 1°12'
a 0.15
1 Conc. C.B.
12" C.M. Pipe 52'
+00 1 Metal End Sect.
8" Perf. M. Pipe 10
F.R. 39+37.21 P.C.C.
2° C.L.
Δ 3°46'
T 94.10
F.R. 41+25.34 P.T.
NB 423+93.46 P.C.S.
NB 427+93.46 P.T.
R/W Line
2° C.L.
1°30' C.L.
R/W Line
F.R.
1°30' C.L.
Δ 5°12'
T 173.45
F.R. 40+64.57 P.C.
SB 424+11.01 P.C.S.
F.R. 425+11.01 P.T.
SB 428+11.97 P.T.=
SB 427+93.46 P.O.T.
+00 F.R. Rt. 12" C.M.P. 36'
1 Met. End Sect.
Begin S.B. Lanes and Frontage
Road Grading 422+05
+45 Abandon 15" Pipe
L+S 2-12" C.M.P. 60' & 36'
F.R. +58 2 Met. End Sect.
1 Conc. C.B.
EQUATION
MILLER CR.-ILLA
Under Const.
For Climbing L
9 MPH
10 MPH
Finish Grade, C.L. 12' Lt.
Subgrade
Subgrade
Sel. Subgr. Mat.
EQUATION
18.51
Exc. 902
Emb. 798
Emb. 33,790
Emb. 1200
Sel.
S.O.H. 3600 Yd. Sta.
Subgrade Mat.
Sel. Subgrade Mat.
From F.R.
Sta. 33+30 to Sta.
44+00 (Sheet No. 8)
Emb. 900 Sel. Subgrade Mat.
428+11.97
427+93.46
420
425
430
FINAL SURVEY
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE



S., R. 3 W., W.M.
1 Mel. End Sect.
+77 12" Conc. P. -51' 1 Mel. End Sect.
+76 12" Conc. P. -51' 1 Mel. End Sect.
+33 12" Conc. P. -54' 1 Mel. End Sect.
+78 12" Conc. P.-42' 1 End Sect.
+83 Catch Basin
90°
Channel Ch.
R/W Line
50
35
Type 2 Fence
Northbound Lanes
Southbound Lanes
Type 2 Fence
Guard Rail - 603'
R/W Line
CR.-ILLAHEE HILL UNIT
+50 L's & F.R.Li 1 Mel. End Sect. 18" Pipe - 160' (120' 40')
Pipe under pav't 24'
+40 18" Conc. P. 40'
440+80 Const. Dbl. 10'x8' Conc. Box - 250'
SEC. 2
SEC. 11
+93 12" Conc. P. 48'
Sta. 444+00 to Sta. 454+83.
8" Perf. Metal Drain Pipe
Grade
Under Consideration
Climbing Lane
28 MPH
35 MPH
37 MPH
39 MPH
42 MPH
Exc. 485
Emb. 423
Emb. 1413
Exc. 2561
Emb. 2265
S.O.H. 6700 Yd. Sta.
L.O.H. 2300 C. Yd. Sta.
S.O.H. 229,300 Yd. Sta.
Exc. 2016
Emb. 1781
Exc. 33,210
800' V.C.
600' V.C.
Emb. 1080 Sel. Subgrade Mat.
Subgrade Mat.
440+91.07 N.B. Structure 441+14.35 N.B.
443+80 N.B. Pumone Conc. Bridge 20
Disposal of
290
300
280
230
430
435
440
445

ILLAHEE-N. JEFFERSON J
PACIFIC HIGHWAY
MARION COUNTY

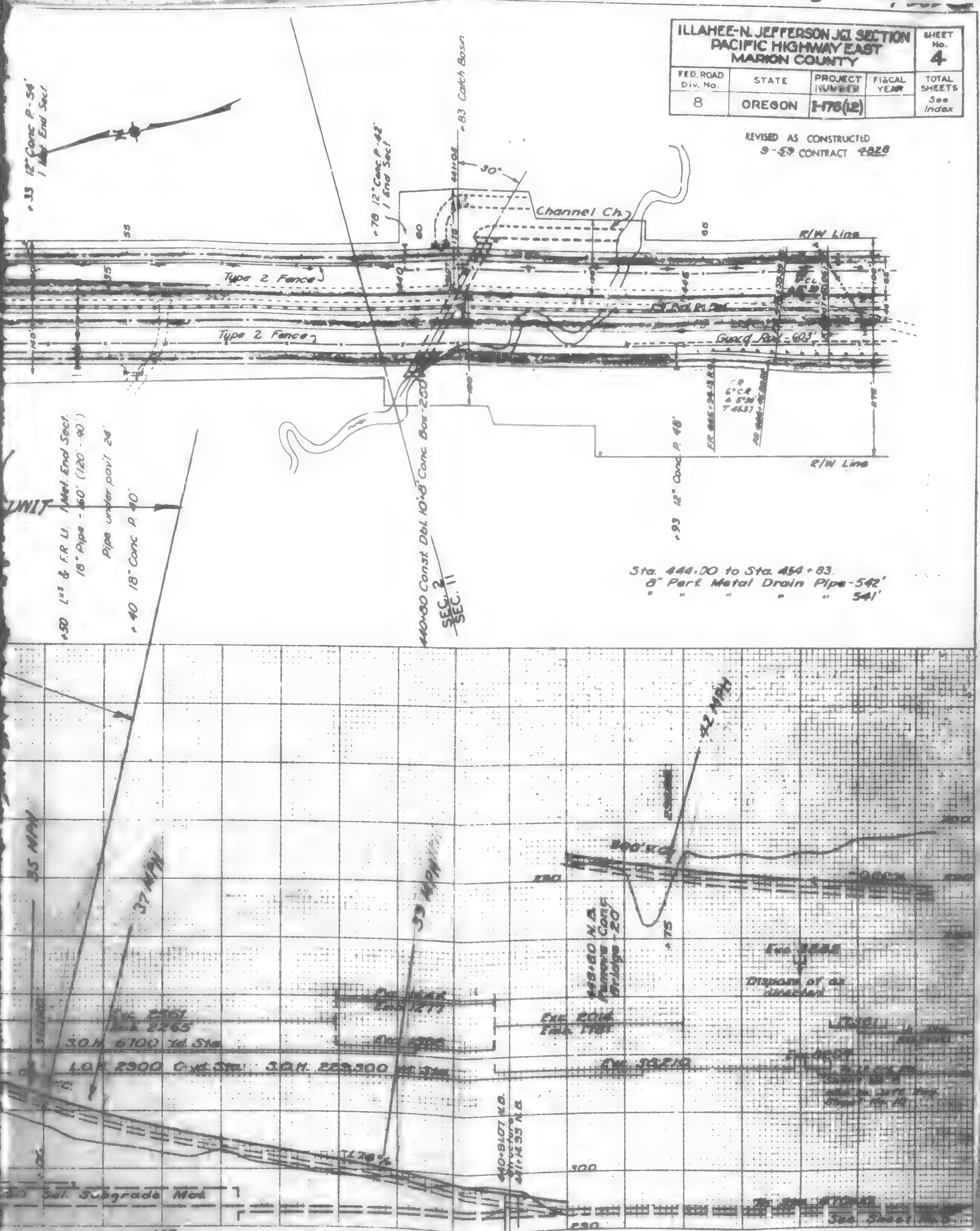
FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	I-178(12)

REVISED AS CONSTRUCTED
9-59 CONTRACT

ILLAHEE-N. JEFFERSON JCT. SECTION
PACIFIC HIGHWAY EAST
MARION COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	SHEET No.
8	OREGON	I-176(12)		See Index	4

REVISED AS CONSTRUCTED
9-59 CONTRACT 4928


+33 12" Conc. P.-54' 1 Met. End Sect.
+78 12" Conc. P. 42' 1 End Sect.
+83 Catch Basin
90°
Channel Ch.
55
60
65
R/W Line
Type 2 Fence
Type 2 Fence
Guard Rail - 603'
R/W Line
+50 L's & F.R. Lt. Met. End Sect. 18" Pipe - 160' (120' - 90')
Pipe under pav't 24'
+40 18" Conc. P. 90'
UNIT
440+80 Const. Dbl. 10'x8' Conc. Box - 250'
SEC. 2
SEC. 11
+93 12" Conc. P. 48'
Sta. 444+00 to Sta. 454+83.
8" Perf. Metal Drain Pipe - 542'
" " " " " 541'
35 MPH
37 MPH
33 MPH
42 MPH
300' V.C.
230
Exc. 2501
Emb. 2265
3.O.H. 6700 Yd. Sta.
L.O.H. 2300 C. yd. Sta.
3.O.H. 229,300 Yd. Sta.
Emb. 1277
Exc. 2014
Emb. 1761
443+60 N.B.
Remove Conc. Bridge 20'
+75
Dispose of as directed
440+91.07 N.B. Structure 441+14.95 N.B.
1.76%
300
Sel. Subgrade Mat.
See Sheet No. 5
230
435
440
445

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: July 11, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5
Climbing Lanes
Illahee Hill and Tigard Interchange

Mr. Klaboe's letter dated August 18, 1967 requested our approval of climbing lanes on Illahee Hill and northerly from Tigard Interchange on Interstate Route 5. Subsequent correspondence of April 10 gave additional supporting data. Your requests have been thoroughly reviewed and considered. The following comments are offered for your consideration.

Illahee Hill:

Your computations using the AASHO Blue Book procedure indicate that the DDHV (1975) exceeds design capacity on the two grades involved. Accident information shows three accidents involving trucks in 1965, 1966, and the first 9 months of 1967, two involving rear-end collisions, and one involving a fixed object. We question whether this accident record is sufficient justification for undertaking the proposed work as a safety project.

Referring to Table II-12, page 108 and to the discussion in the fourth paragraph, page 287 of the Blue Book, it appears that this portion of I-5 is approaching the condition whereupon the entire section should be upgraded to six lanes rather than considering piecemeal climbing lane solutions. We would be glad to work with you in developing a plan for overall upgrading of this section through provision of additional lanes. Such work would be the responsibility of other than FAI funds, however, since FAI funds already have participated in the improvement of this section.

7-16-68

Morgan

Young

Tigard Interchange:

The accident record furnished seems to indicate need for appropriate corrective action. The climbing lane appears warranted regardless of the interchange scheme selected.

Your plan for the Tigard Interchange (Unit 1) did not consider the need for an additional lane southbound through the interchange for

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

increased capacity and to correct the dangerous lane drop situation at the southbound off ramp. We believe that it would be desirable for you to make a thorough analysis of the traffic needs in a southbound direction including the accident record at the lane drop and the curve through the underpass. This is particularly pertinent now that six lanes have been approved southerly from this interchange.

If upon further study you should conclude, and we agree, that Unit 1 is the preferable scheme, we would consider it satisfactory for approval as a safety project with FAI fund participation. In this scheme, consideration should be given to narrowing Ramp A entrance to a single lane at the merge and allowing this lane to continue up the grade as the climbing lane. Care also should be taken to avoid encroachment beyond present right of way limits, particularly on the west side where difficulties were encountered with the present interchange.

As a suggestion for an alternate scheme, we suggest a revision of Unit 2 - narrow Ramp A from two lanes to single lane operation between the bridge where it overpasses I-5 and where it merges with the proposed special truck roadway. The special truck roadway would also be a single lane in width at the merge, and the resulting two-lane roadway (present Ramp A) would underpass the crossroad as it now does, using the existing underpass. The climbing lane would be added as proposed in all the schemes. This scheme would be less costly and less disruptive to present traffic, and would permit observation of Unit 2 on an interim basis with a smaller outlay of funds.

In any scheme, consideration should be given the possibility of extending the climbing lane to Station 346. We also suggest the use of a 10-foot shoulder outside the climbing lane if this involves only nominal additional cost, but in heavy construction or expensive right of way we would recommend use of a narrower shoulder as indicated in the Blue Book.

RECEIVED
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STATE HIGHWAY ENGINEER

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JUL 15 1968
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STATE HIGHWAY ENGINEER

Battle Creek Jct.-Illahee Unit
Battle Cr. Jct.-Jefferson Jct. Sect.
Interstate 5 Marion County

Climbing Lane Justification, I-5, Northbound, Station 337 to 309 VPI

Grade = 4.88%

Since there is a 4.65% downgrade preceeding the grade under consideration, and AASHO says in paragraph 5, page 201 "Where vertical curves of types I and III (crest and sag) are involved, particularly where the algebraic difference in grades is appreciable, about one-quarter of the vertical curve length may be considered as part of the grade under consideration." The distance from level to level on the vertical curves (306 + 50 to 337 + 50) was 3100 feet. 1/4 of the vertical curves lengths at Station 309 and at Station 337 were subtracted from this 3100 feet - $\frac{(2600 + 2200)}{4}$ = 1900 feet = 0.36 mi. Note: The reduction due to rolling grade lines assumes that trucks will "take a run" at hills when possible. The truck speed limit in Oregon is 50 m.p.h. so this has legal limitations. This makes the above computation conservative.

From AASHO Figure III-17, the critical length is 800 feet.

From AASHO Table V-4, the average truck speed is 21 m.p.h.

From OSHD ADT Tables the percent of trucks is 6%

and the DDHV is------------------------------1750 vph

From AASHO Table V-6, the passenger car equivalent is 10.2

Then Design Capacity = $\frac{100 \text{ x capacity with no trucks}}{100 + T\ (j-1)}$

Where T = percent of trucks

and j = passenger car equivalent

$$= \frac{200,000}{100+6\ (10.2 - 1)}$$

$$=1288 \text{ vph}$$

Tolerance Factor (130%) 1288 vph x 1.3 = 1674 vph

Since the DDHV of 1,750 vph exceeds the Design Capacity of 1,674 vph, the climbing lane is justified.

Battle Creek Jct.-Illahee Unit
Battle Cr. Jct.-Jefferson Jct. Sect.
Pacific Highway East Marion County
Sta 429-Sta 375

Climbing Lane Justification at Illahee Hill, Northbound I-5

Distance	Grade %	Speed at end, mph	station
0		47	443+75
	+1.76		
500		45	438+15
	+1.76		
1000 (1075 VPI)		42	433+75 (433+00)
	+4.2		
1500		34	428+75 427+93.46 428+11.97 EQ
	+4.92		
2000		27	423+94
	+4.92		
2500 (2,893 VPI)		19	418+94 (415+00)
	+4.2		
3000		14	413+94
	+2.80		
3500		16	408+94
	+2.80		
4000		16	403+94
	+2.80		
4500 (4,893 VPI)		16	398+94 (395+00)
	+3.2		
5000		16	393+94
	+3.86		
5500		15	388+94 387+51.1 387+49.8
	+3.86		
6000		14	383+93

Distance	Grade %	speed at end	station
6000		14	383+93
	+3.86		
6500		14	378+93
	+3.86 end		
7000 (7,206 VPI)		13	373+93 372+42.2 364+05.2 360+56
7500			
	-4.65		

Average running speed, station 1500 to 7000 is;
228÷13 = 17.54 mph
Passenger car equivalent = 14.4

Then, Design Capacity $= \dfrac{100 \times 2,000}{100 + 6\,(14.4-1)} = \dfrac{200,000}{100 + 80.4} = 1,109$ vph

Tolerance factor 130%
x 1.3 = 1,442 vph

DDHV = 1,750 vph

Form: E-49—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF 2 SHEETS

Illahee Hill Northbound Climb Lane
Termini: Sta. 300+00 - Sta. 425+00 MP53.02 - MP55.24
104(b)5 Estimate Sections B2.3 and B3

RLG
12-20-67

Item	Unit	Quantity	Unit Price $	Allowance %	Cost ($1000)
Clear and Grub	All	All	-	-	6.5
Building Removal	Each	4	500.00	-	2.0
Trench Exc., Uncl.	Cu. Yd.	1393	4.36	20	7.3
Ditch Exc., Uncl.	Cu. Yd.	1545	2.05	20	3.8
Gen. Exc., Common	Cu. Yd.	300	0.44	20	.2
Gen. Exc., Intermediate	Cu. Yd.	286578	0.72	20	246.5
Gen. Exc., Solid	Cu. Yd.	14800	1.17	20	20.7
Embankment in Place	Cu. Yd.	60000	0.67	20	48.0
Overhaul	"C" Yd. Sta.	26250	0.25	20	7.9
Trench Exc. Over 12'	Cu. Yd.	540	10.00	20	6.5
Round Cutbanks	Lin. Ft.	3900	0.17	20	.8
Finish Roadbed and Slopes	Mile	1	800.00	20	1.0
12" Culvert Pipe	Lin. Ft.	237	3.23	20	0.9
18" Culvert Pipe	Lin. Ft.	186	4.61	20	1.0
24" Culvert Pipe	Lin. Ft.	457	6.28	20	3.4
36" Culvert Pipe	Lin. Ft.	45	10.67	20	.6
48" Culvert Pipe	Lin. Ft.	120	15.36	20	2.2
Salvage and Reinstall Culvert Pipe	Lin. Ft.	42	1.72	20	.1
36" Culvert End Section	Each	2	89.29	20	.2
6" Perf. Pipe	Lin. Ft.	8200	2.19	20	21.6
8" Perf. Pipe	Lin. Ft.	2500	3.16	20	9.5
Special Backfill	Cu. Yd.	1190	5.86	20	8.4
Conc. Inlet, Type G2	Each	1	170.78	20	.2
Extra for Paving Approaches	Each	8	34.97	20	.3
Plant Mix Stone Base	Ton	52288	1.81	10	104.1
3/4"-0 Base Material	Ton	6896	1.86	10	14.1

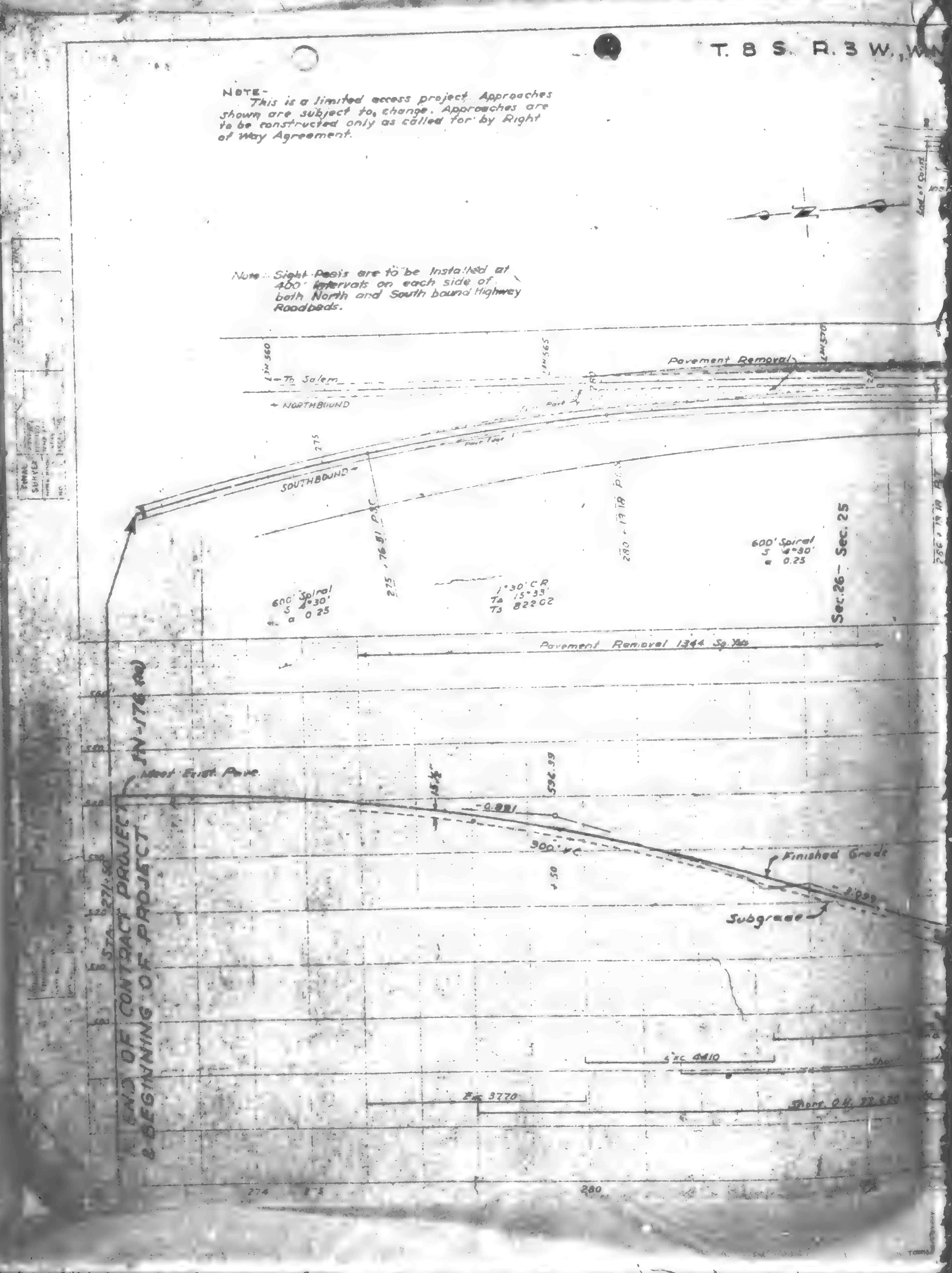
Form E-49—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 2 OF 2 SHEETS

Item	Unit	Quantity	Unit Price $	Allowance %	Cost ($1000)
Asphalt in Plant Mix Bit. Base	Ton	183	31.30	10	6.3
Asphalt in AC Mix	Ton	539	33.32	10	19.8
Plant Mix Bit. Base	Ton	4058	3.54	10	15.8
AC Mix	Ton	9830	3.97	10	43.0
120-150 Asphalt	Ton	20	53.03	10	1.2
RS-1 Asphalt	Ton	70	57.04	10	4.4
Furnish and Place Aggregates	Cu. Yd.	934	6.00	10	6.2
Salvage and Reinstall Type II Fence	Rod	607	2.14	20	1.6
Type II Fence	Rod	466	9.07	20	5.1
Install Guard Rail, Blocks and Posts	Lin. Ft.	5100	3.90	20	23.9
Portable Barricade	Each	14	5.25	20	.1
SUB TOTAL					645.2
Remove Illahee U'Xing Str.					48.5
Steel Beam Grade Separation Str. (Illahee)					145.6
Flagging					7.0
Detour					8.0
SUB TOTAL					845.3
Construction Engineering, 10% of $845.3					84.5
Right of Way					85.0
GRAND TOTAL					1023.8
					($1,023,800)

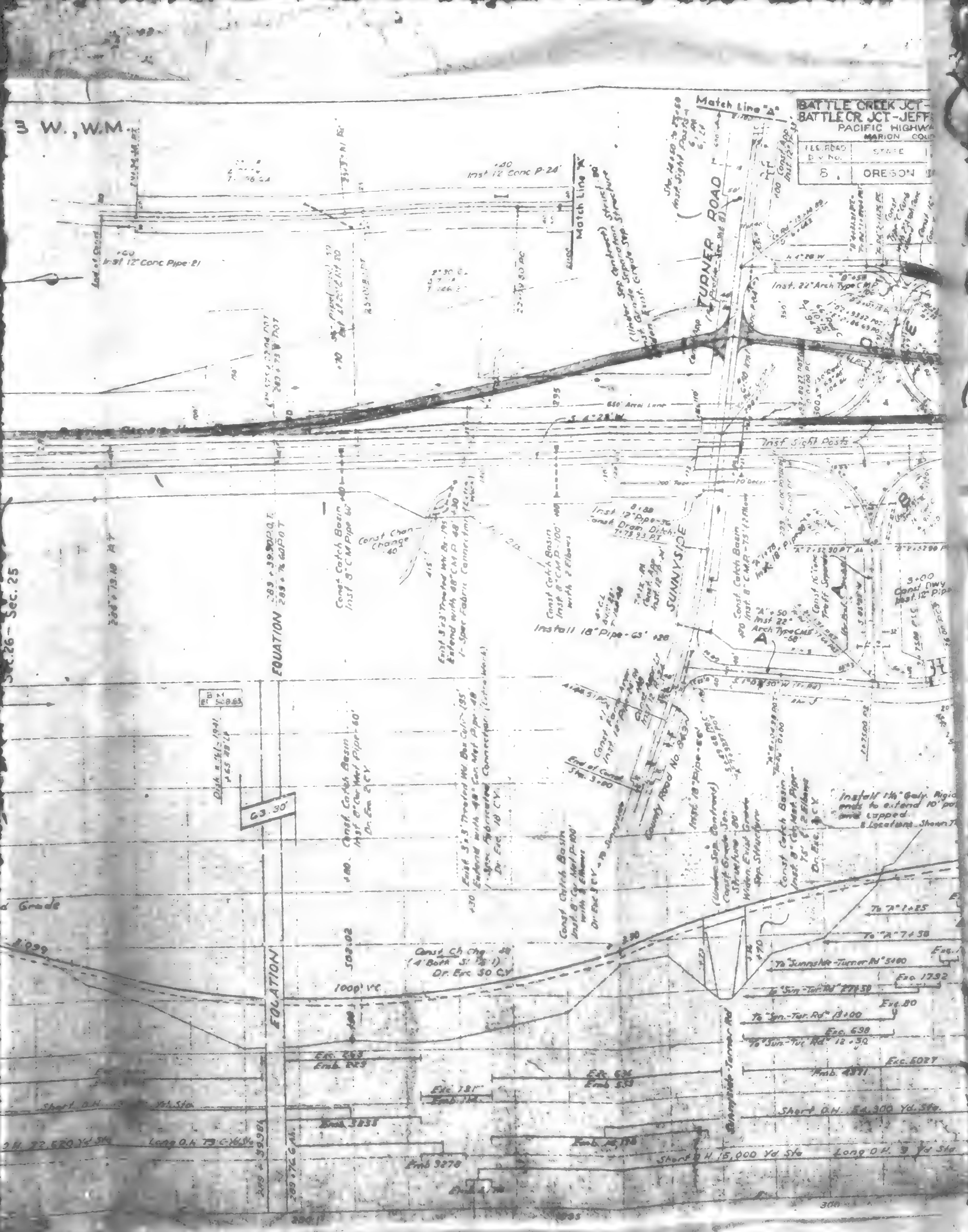
T. 8 S. R. 3 W., W.



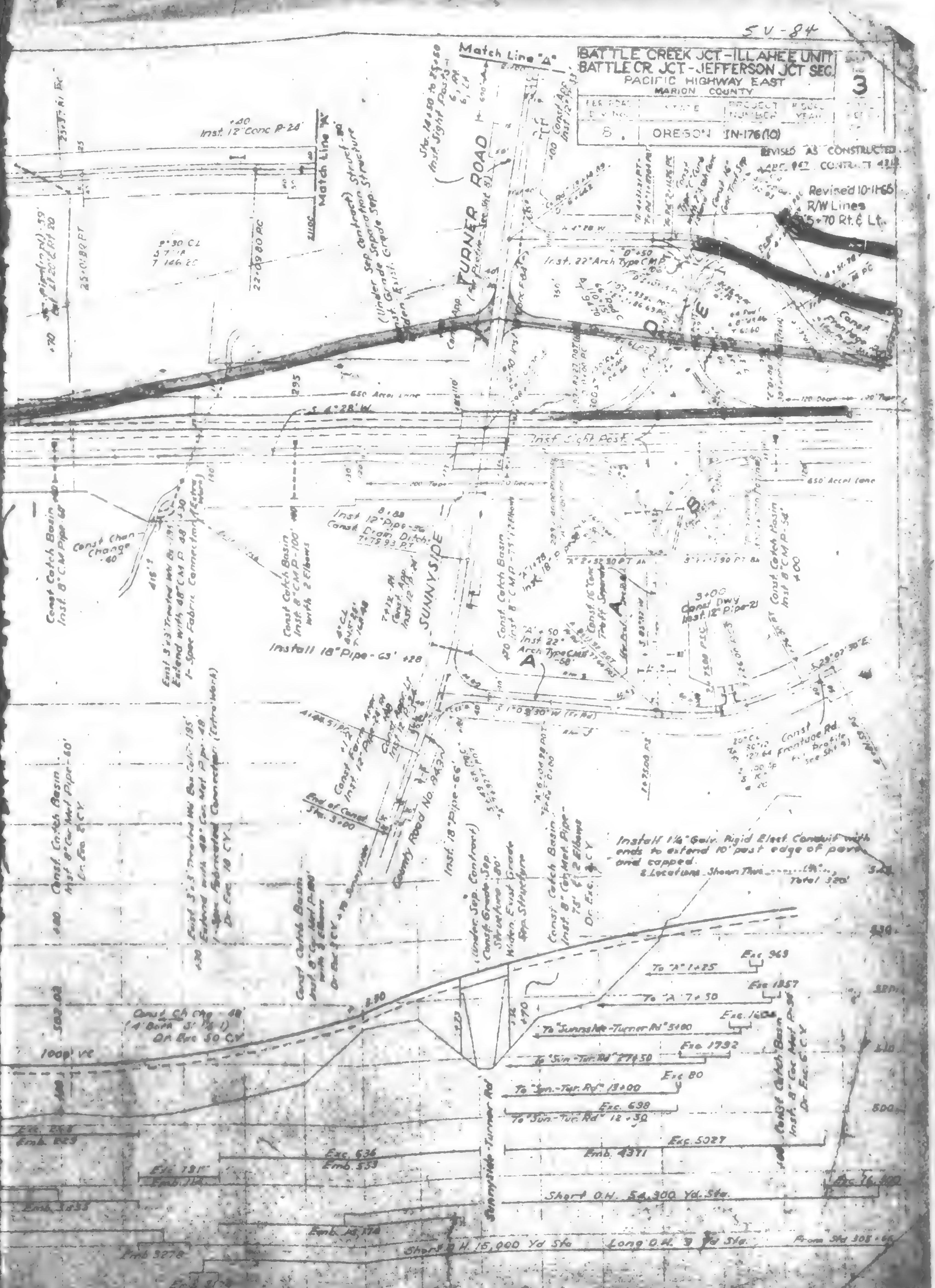
NOTE-
This is a limited access project. Approaches shown are subject to change. Approaches are to be constructed only as called for by Right of Way Agreement.

Note: Sight Posts are to be Installed at 400' Intervals on each side of both North and South bound Highway Roadbeds.

L.N 560
L.N 565
L.N 570
← To Salem
← NORTHBOUND
Pavement Removal
275
SOUTHBOUND
275 + 76.81 P.S.C.
280 + 13.18 P.S.
286 + 13.18 P.T.
600' Spiral
S 4°30'
a 0.25
1°30' C.R.
Δ 15°33'
Ts 822.02
600' Spiral
S 4°30'
a 0.25
Sec. 26 – Sec. 25
Pavement Removal 1344 Sq. Yds.
END OF CONTRACT PROJECT FN-176 (4)
& BEGINNING OF PROJECT
STA. 271+50
Meet Exist. Pave.
15.4
596.39
-0.981
300' V.C.
+50
Finished Grade
Subgrade
-3.099
Ex. 3770
Ex. 4410
Short. O.H. 22,680
274
280


BATTLE CREEK JCT -
BATTLE CR JCT - JEFF
PACIFIC HIGHWA
MARION COU
FED. ROAD DIV. No.
STATE
8
OREGON
3 W., W.M.
Match Line "A"
Match Line "B"
TURNER ROAD
SUNNYSIDE
County Road No.
Inst. 12" Conc. P-24'
Inst. 12" Conc Pipe-21
Inst. 22" Arch Type CMP
Inst Sight Posts
Const. Catch Basin Inst. 8" C.M. Pipe 60'
Const. Chan. Change
Const. Catch Basin Inst. 8" C.M.P. 100' with 2 Elbows
Install 18" Pipe-65'
Inst. 18" Pipe-56'
End of Const.
EQUATION
B.M.
63.30'
Const. Catch Basin Inst. 8" Cor. Met. Pipe 60'
Const. Catch Basin Inst. 8" Cor. Met. P. 100' with 2 Elbows
Const. Catch Basin Inst. 8" Cor. Met. Pipe 75' 2 Elbows
Install 1½" Galv. Rigid ... ends to extend 10' ... and capped. 8 Locations Shown
Sec. 26 - Sec. 25
Grade
1000' V.C.
Const. Ch. Chg. (4' Both Sl. 1½:1) Dr. Exc. 50 C.Y.
EQUATION
Sunnyside - Turner Rd.
To "B" 1+25
To "A" 7+58
To "Sunnyside-Turner Rd" 5+00
Exc. 1792
To "Sun.-Tur. Rd." 27+50
Exc. 80
To "Sun.-Tur. Rd." 13+00
Exc. 698
To "Sun.-Tur. Rd." 12+50
Exc. 5027
Emb. 4871
Exc. 263
Emb. 263
Exc. 626
Emb. 553
Exc. 781
Emb. 3833
Emb. 3278
Emb. 16,198
Short O.H. 300 Yd. Sta.
Short O.H. 15,000 Yd. Sta.
Long O.H. 9 Yd. Sta.
O.H. 22,620 Yd. Sta.
Long O.H. 73 C.Y. Sta.
Short O.H.
300

5V-84



BATTLE CREEK JCT.-ILLAHEE UNIT
BATTLE CR. JCT.-JEFFERSON JCT. SEG.
PACIFIC HIGHWAY EAST
MARION COUNTY

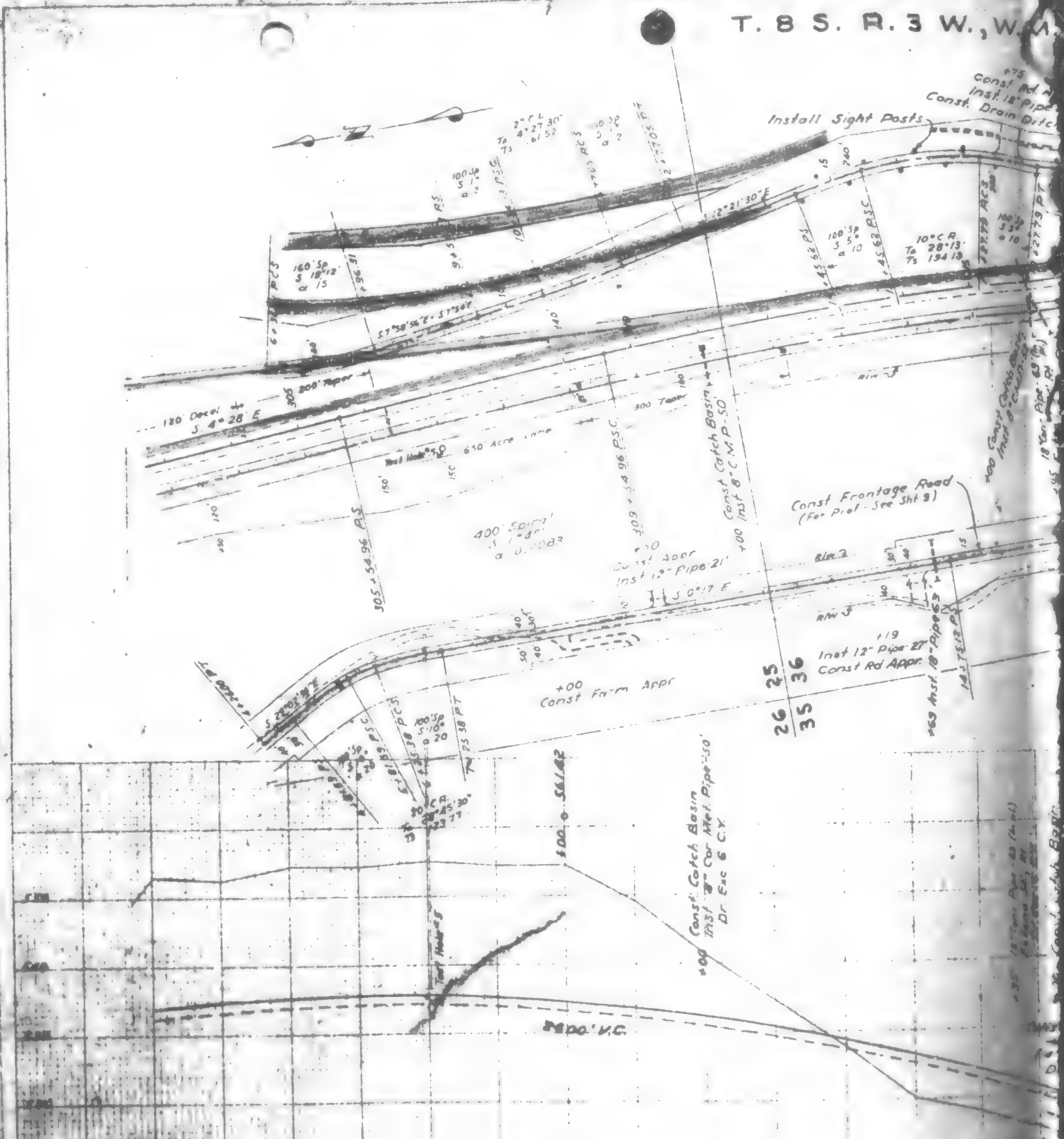
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.
8	OREGON	IN-176(10)		3

REVISED AS CONSTRUCTED
APR. 1967 CONTRACT 43..

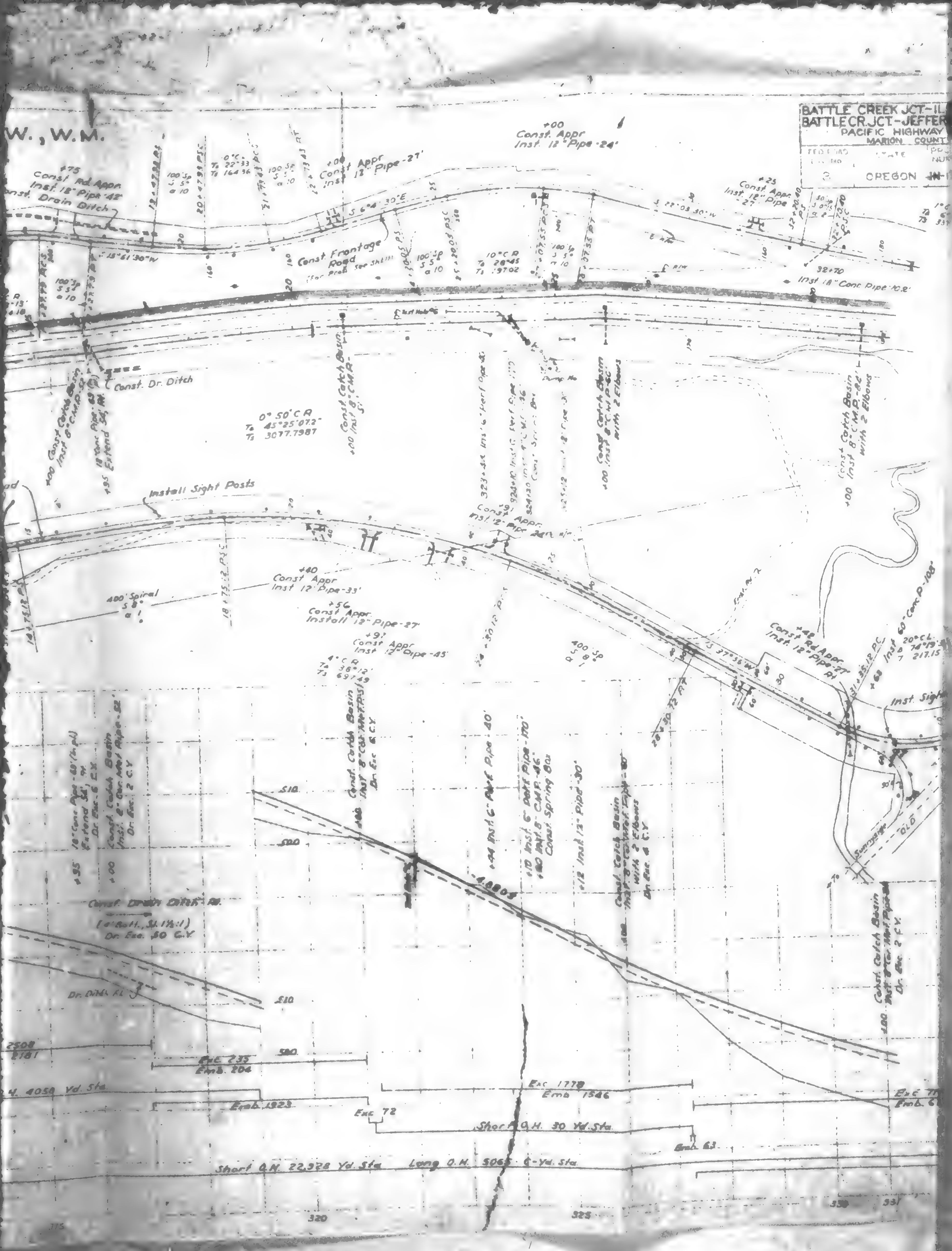
Revised 10-11-65
R/W Lines
.5+70 Rt. & Lt.

Match Line "A"
Match Line "X"
Inst. 12" Conc. P-28'
TURNER ROAD
SUNNYSIDE
County Road No. 943
Sta. 14+50 to 23+50 Inst. Sight Posts
(Under Sep. Contract) Const. Grade Separation Structure
Inst. 22" Arch Type CMP
Const. Frontage Rd.
650' Accel. Lane
S 4°28' W
Inst. Sight Post
Const. Catch Basin Inst. 8" C.M. Pipe 68'
Const. Chan. Change 60
Const. Catch Basin Inst. 8" C.M.P. 100' with 2 Elbows
Inst. 12" Pipe 36' Const. Drain Ditch
Const. Catch Basin Inst. 8" C.M.P. 75' 2 Elbows
Const. 16' Conc. Traff. Separ.
Const. Dwy Inst. 12" Pipe-21'
Const. Catch Basin Inst. 8" C.M.P. 54'
Install 18" Pipe-63'
Inst. 22" Arch Type CMP 58'
S 1°03'30" W (Fr. Rd.)
S 29°07'30" E
Const. Frontage Rd. For Profile See Sh. 9
End of Const. Sta. 3+80
Inst. 18" Pipe-66'
(Under Sep. Contract) Const. Grade Sep. Structure 80' Widen Exist. Grade Sep. Structure
Const. Catch Basin Inst. 8" Cor. Met. Pipe 75' & 2 Elbows Dr. Exc. 6 C.Y.
Install 1¼" Galv. Rigid Elect. Conduit with ends to extend 10' past edge of pavt. and capped.
2 Locations Shown Thus ......(R)...... Total 320'
Const. Catch Basin Inst. 8" Cor. Met. Pipe 60' Dr. Exc. 6 C.Y.
Exist. 5'x5' Treated Wd. Box Culv. 195 Extend with 48" Cor. Met. Pipe 48 1-Spec. Fabricated Connection (Extra Work) Dr. Exc. 18 C.Y.
Const. Catch Basin Inst. 8" Cor. Met. Pipe 80' with 2 Elbows Dr. Exc. 6 C.Y.
Const. Ch. Chg. 48' (4' Botm. 3:1 Sl.) Dr. Exc. 50 C.Y.
1000' VC
To "A" 1+25 Exc. 963
To "A" 7+50 Exc. 1357
To "Sunnyside-Turner Rd." 5+00 Exc. 1604
To "Sun.-Tur. Rd." 27+50 Exc. 1792
To "Sun.-Tur. Rd." 13+00 Exc. 80
To "Sun.-Tur. Rd." 12+30 Exc. 698
Exc. 5027 Emb. 4371
Exc. 248 Emb. 623
Exc. 636 Emb. 553
Exc. 731 Emb. 114
Emb. 3853
Emb. 14,174
Emb. 3278
Short O.H. 54,300 Yd. Sta.
Short O.H. 15,000 Yd. Sta.
Long O.H. 0 Yd. Sta.
From Sta. 308+66
Exc. 76,400
Sunnyside-Turner Rd.
Const. Catch Basin Inst. 8" Cor. Met. Pipe Dr. Exc. 6 C.Y.
300

T. 8 S. R. 3 W., W.M.


Install Sight Posts
Const. Rd. Appr
Inst. 18" Pipe
Const. Drain Ditch
160' Sp.
100' Sp.
10° C.R.
120' Decel
S. 4° 28' E
300' Taper
610' Accel Lane
400' Spiral
Const Catch Basin
Inst 8" C.M.P.-50
Const Frontage Road
(For Prof. See Sht 3)
Const Appr
Inst 12" Pipe-21'
+19
Inst 12" Pipe-27'
Const Rd Appr
Inst 18" Pipe-63
+00
Const Farm Appr
25
36
26
35
Const Catch Basin
Inst 8" Cor Met Pipe-30'
Dr. Exc 6 C.Y.
2400' V.C.
Exc 2508
Emb. 2181
Exc 2212
Short. R.H. 4050 Yd
See Sheet 2
Exc 2500
To Sta. 303+50
Exc 37,488
310
315

Revised as Constructed

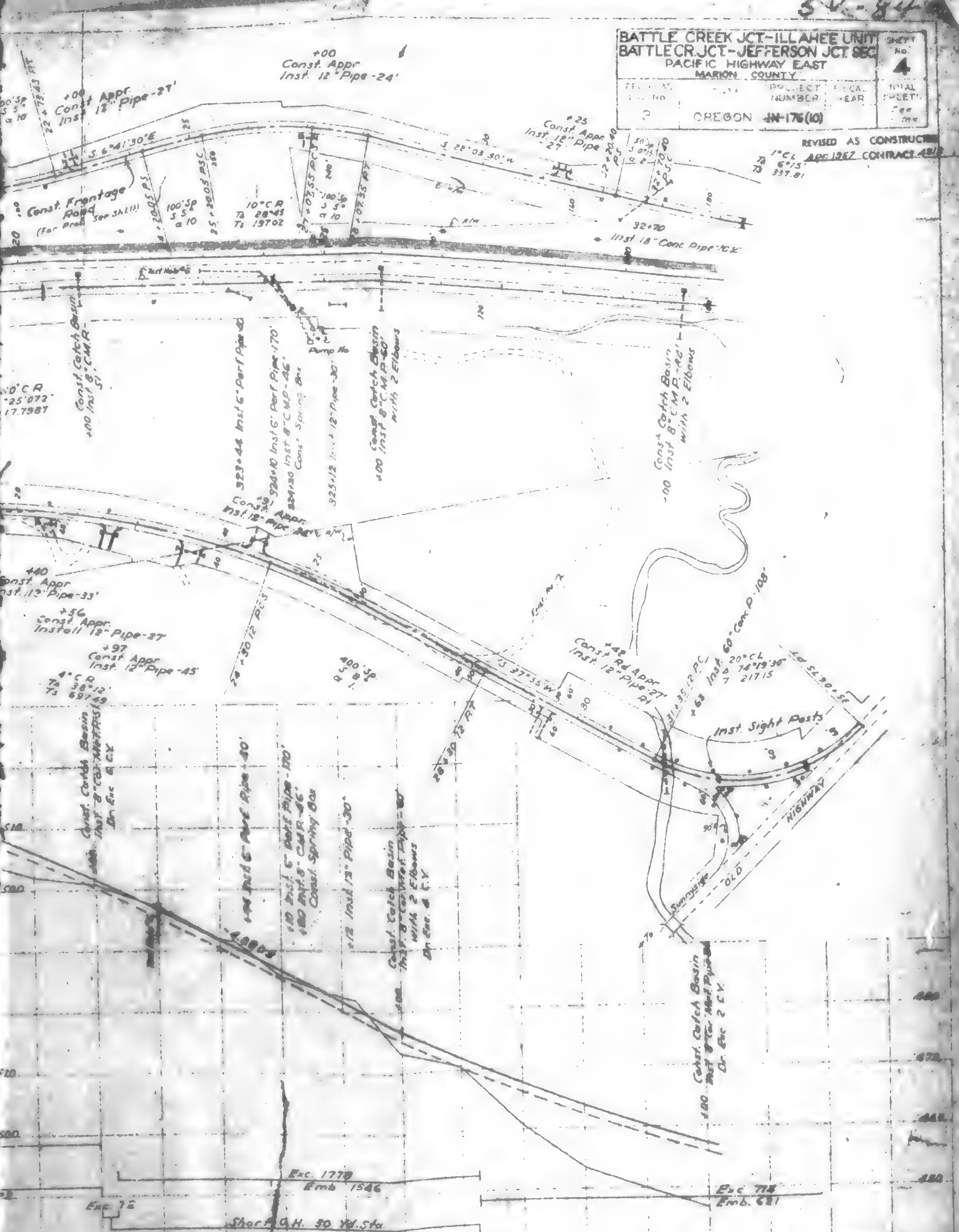

BATTLE CREEK JCT-IL
BATTLE CR. JCT-JEFFER
PACIFIC HIGHWAY
MARION COUNT
OREGON
W., W.M.
+75 Const. Rd. Appr. Inst. 12" Pipe-48'
Const. Drain Ditch
+00 Const. Appr Inst. 12" Pipe-27'
+00 Const. Appr Inst. 12" Pipe-24'
+25 Const. Appr Inst. 12" Pipe-27'
S 6°4' 30" E
S 22°03' 30" W
Const. Frontage Road
32+70 Inst. 18" Conc. Pipe-10.8'
0° 50' C.R. Ta 45°25'07.2" Ts 3077.7987
Const. Dr. Ditch
+00 Const. Catch Basin Inst. 8" C.M.P.
+95 18" Conc. Pipe Extend 34'
+00 Inst. 8" C.M.P. Const. Catch Basin
Const. Catch Basin +00 Inst. 8" C.M.P.-86' with 2 Elbows
Const. Catch Basin +00 Inst. 8" C.M.P.-82' with 2 Elbows
Install Sight Posts
+91 Const. Appr Inst. 12" Pipe
+40 Const. Appr Inst. 12" Pipe-33'
400' Spiral
+56 Const. Appr Install 12" Pipe-27'
+91 Const. Appr Inst. 12" Pipe-45'
4° C.R. Ta 36°12' Ts 697.49
400' Sp
+48 Const. Rd. Appr. Inst. 12" Pipe-27' Rt.
+63 Inst. 60" Conc. P-108'
20° C.L. 74°13' 217.15
Inst. Sigh
+95 18" Conc. Pipe-68' Extend 34' Dr. Exc. 6 C.Y.
+00 Const. Catch Basin Inst. 8" Cor. Met. Pipe-52' Dr. Exc. 2 C.Y.
+00 Const. Catch Basin Inst. 8" Cor. Met. Pipe Dr. Exc. 6 C.Y.
+44 Inst. 6" Perf. Pipe-80'
+10 Inst. 6" Perf. Pipe-170' +80 Inst. 8" C.M.P.-46' Const. Spring Box
+12 Inst. 12" Pipe-30'
+00 Const. Catch Basin Inst. 8" Cor. Met. Pipe-80' with 2 Elbows Dr. Exc. 4 C.Y.
+00 Const. Catch Basin Inst. 8" Cor. Met. Pipe-82' Dr. Exc. 2 C.Y.
Const. Drain Ditch Rt.
(4' Bott., Sl. 1½:1) Dr. Exc. 50 C.Y.
Dr. Ditch Rt.
510
500
4.880%
2508
2181
Exc. 235
Emb. 204
H. 4050 Yd. Sta.
Emb. 1923
Exc. 72
Exc. 1779
Emb. 1546
Short O.H. 30 Yd. Sta.
Emb. 63
Short O.H. 22,328 Yd. Sta.
Long O.H. 5065 C-Yd. Sta.
Exc.
Emb.
320
325
330
331
OLD

5 V - 84

BATTLE CREEK JCT.-ILLAHEE UNIT
BATTLE CR. JCT.-JEFFERSON JCT. SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

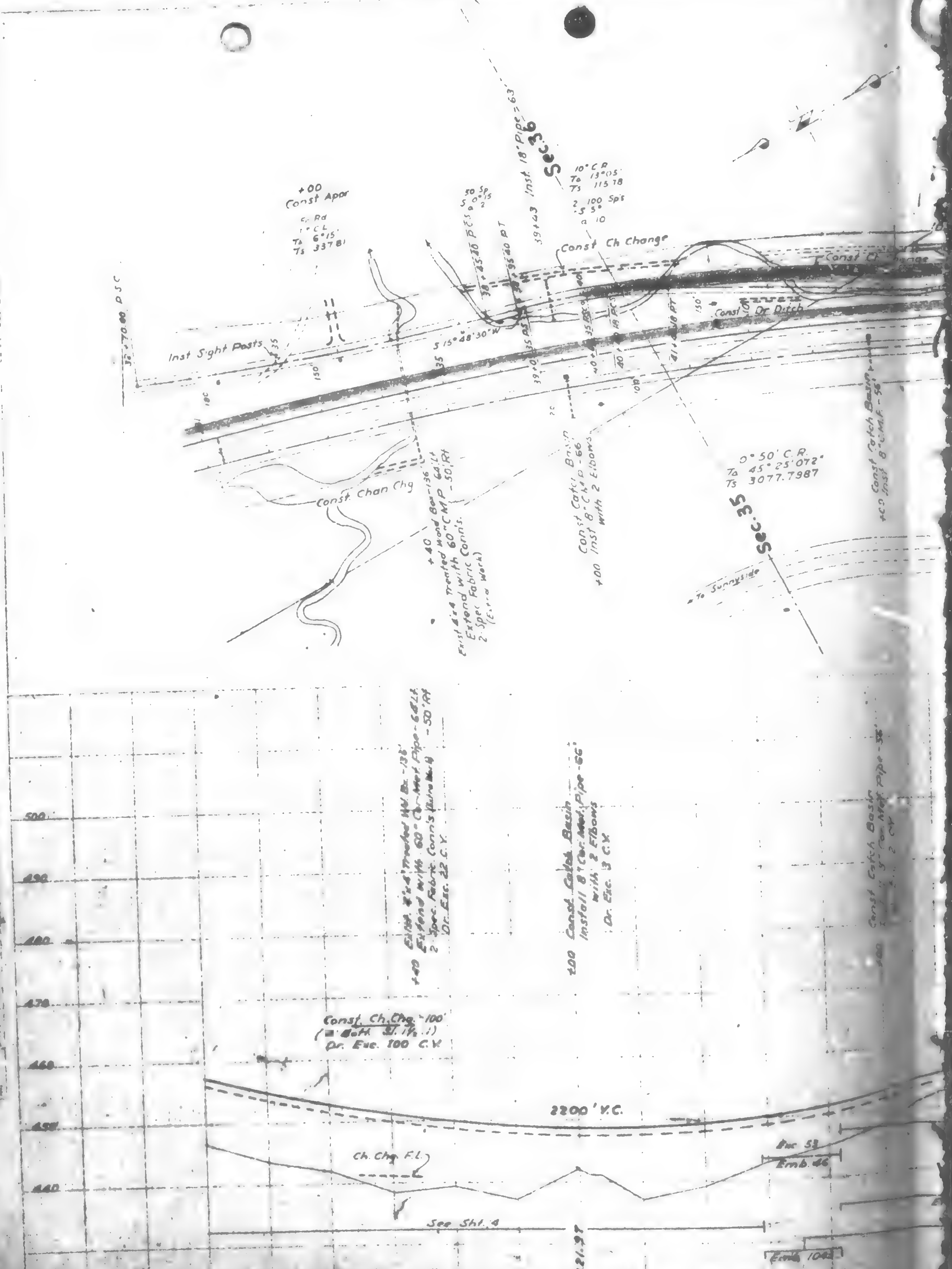
FED. RD. DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	~~IN~~-176(10)		4	See

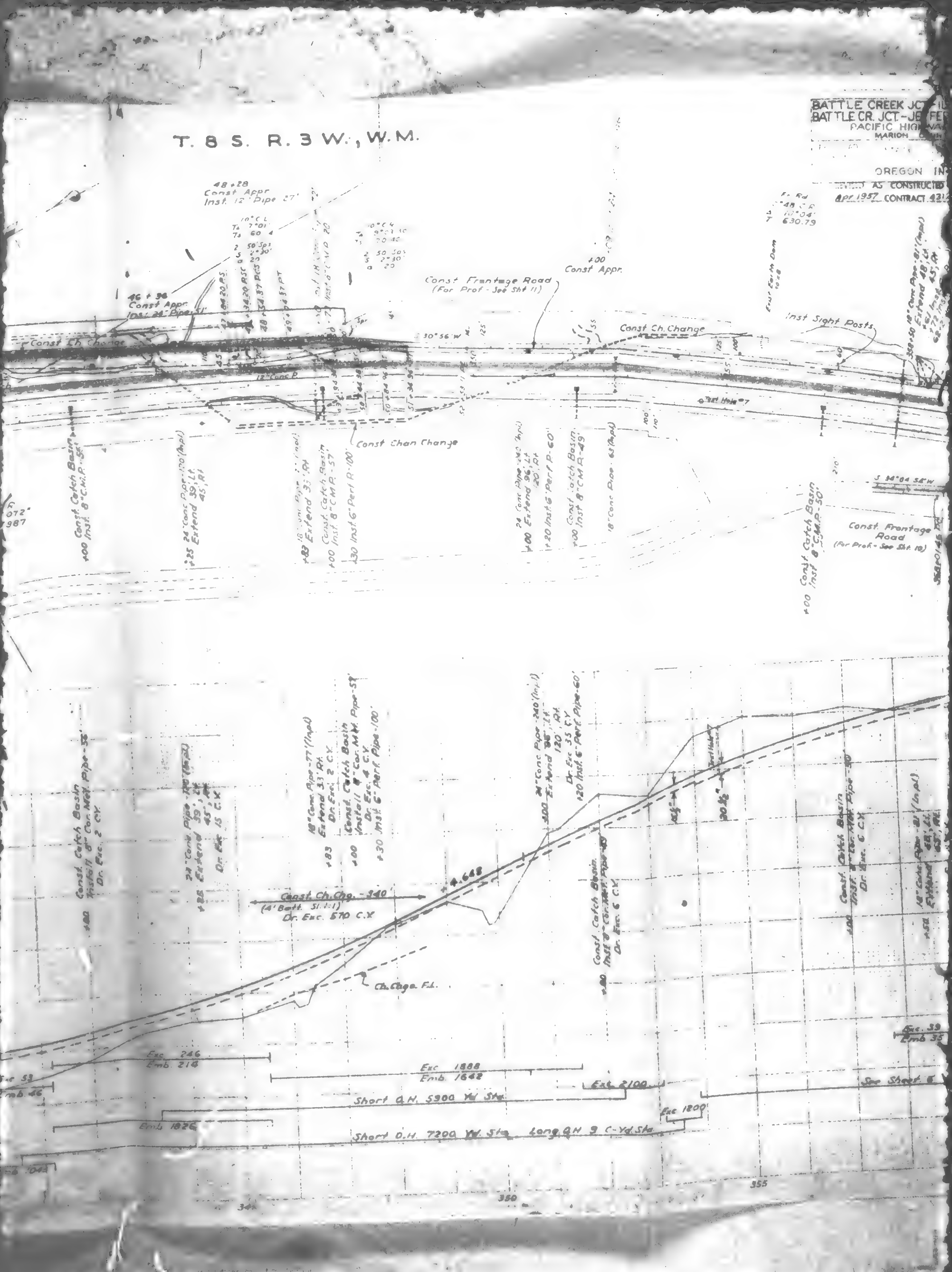
REVISED AS CONSTRUCTED
Apr. 1957 CONTRACT 4818



+00 Const. Appr. Inst. 12" Pipe-24'
+00 Const. Appr. Inst. 12" Pipe-27'
S. 6°41'30" E
Const. Frontage Road (For Prof. See Sht. 11)
100' Sp. S 5 a 10
10° C.R. Ta 28.45 Ts 197.02
+25 Const. Appr. Inst. 12" Pipe-27'
S. 22°03'30" W
32+70
Inst. 18" Conc. Pipe
1° C.L. Ta 6°15' Ts 337.81
Const. Catch Basin +00 Inst. 8" C.M.P.-51'
323+44 Inst. 6" Perf. Pipe-40'
324+10 Inst. 6" Perf. Pipe-170'
324+30 Inst. 8" C.M.P.-46' Const. Spring Box
325+12 Inst. 12" Pipe-30'
Const. Catch Basin +00 Inst. 8" C.M.P.-80' with 2 Elbows
Const. Catch Basin -00 Inst. 8" C.M.P.-42' with 2 Elbows
Pump Ho.
10° C.R. 25°07'2" 17.7987
Const. Appr. Inst. 12" Pipe
+40 Const. Appr. Inst. 12" Pipe-33'
+56 Const. Appr. Install 18" Pipe-27'
+97 Const. Appr. Inst. 12" Pipe-45'
4° C.R. Ta 38°12' Ts 697.49
400' Sp.
S. 37°35' W
+42 Const. Rd. Appr. Inst. 12" Pipe-27' Rt.
Inst. 60" Conc. P.-108'
Inst. 20° C.L. 74°19'30" 217.15
Inst. Sight Posts
OLD HIGHWAY
Sunnyside
Const. Catch Basin Inst. 8" C.M.P. Dr. Exc. 6 C.Y.
Inst. 6" Perf. Pipe-40'
Inst. 6" Perf. Pipe-170' Inst. 8" C.M.P.-46' Const. Spring Box
Inst. 12" Pipe-30'
Const. Catch Basin Inst. 8" Corr. Met. Pipe-80' with 2 Elbows Dr. Exc. 4 C.Y.
Const. Catch Basin +80 Inst. 8" Corr. Met. Pipe Dr. Exc. 2 C.Y.
520
510
500
480
470
460
450
Exc. 1778
Emb. 1546
Exc. 718
Emb. 621
Exc. 72
Shor. O.H. 30 Yd. Sta.
Emb. 63
22,328 Yd. Sta.
Long O.H. 5065 C-Yd. Sta.
Emb. 32,480
320
325
330
331

• Revised as Constructed •


Sec. 36
Inst. 18" Pipe - 63'
39+43
10° C.R.
Ta 13°05'
Ts 115.78
2 100 Sp's
-5.5°
a 10
50 Sp.
5 0°15
a 2
38+45.20 P.C.S.
38+95.40 P.T.
+00
Const Appr
Co. Rd
1° C.L.
Ta 6°15'
Ts 337.81
35+70.00 D.S.C.
Inst Sight Posts
S 15°48'30" W
Const Ch Change
Const Ch Change
Const Dr Ditch
39+0.35 P.S.
40+35 P.S.
40+18 P.C.
41+16.8 P.T.
150
150
100
0°50' C.R.
Ta 45°25'07.2"
Ts 3077.7987
Const Chan Chg
+40 Exist 4x4 Treated Wood Box - 136'
Extend with 60" C.M.P. 64' Lt, -50' Rt
Extend with Conn's.
2 Spec. Fabric (Extra Work)
+00 Const Catch Basin
Inst 8" C.M.P. - 66'
with 2 Elbows
Const Catch Basin
+00 Inst 8" C.M.P. - 56'
Sec. 35
To Sunnyside
500
490
480
470
460
450
440
+40 Exist. 4'x4' Treated W.I. Bx. - 136'
Extend with 60" Cor. Met. Pipe - 64' Lt.
2 Spec. Fabric Conn's (Extra Work) - 50' Rt
Dr. Exc. 22 C.Y.
+00 Const. Catch Basin
Install 8" Cor. Met. Pipe - 66'
with 2 Elbows
Dr. Exc. 3 C.Y.
+00 Const Catch Basin
Inst 8" Cor. Met. Pipe - 56'
2 C.Y.
Const. Ch. Chg. - 100'
Dr. Exc. 100 C.Y.
2200' V.C.
Ch. Chg. F.L.
Exc. 53
Emb. 46
See Sht. 4
See Sht. 4
Emb. 1043
421.97
100
331
335
340

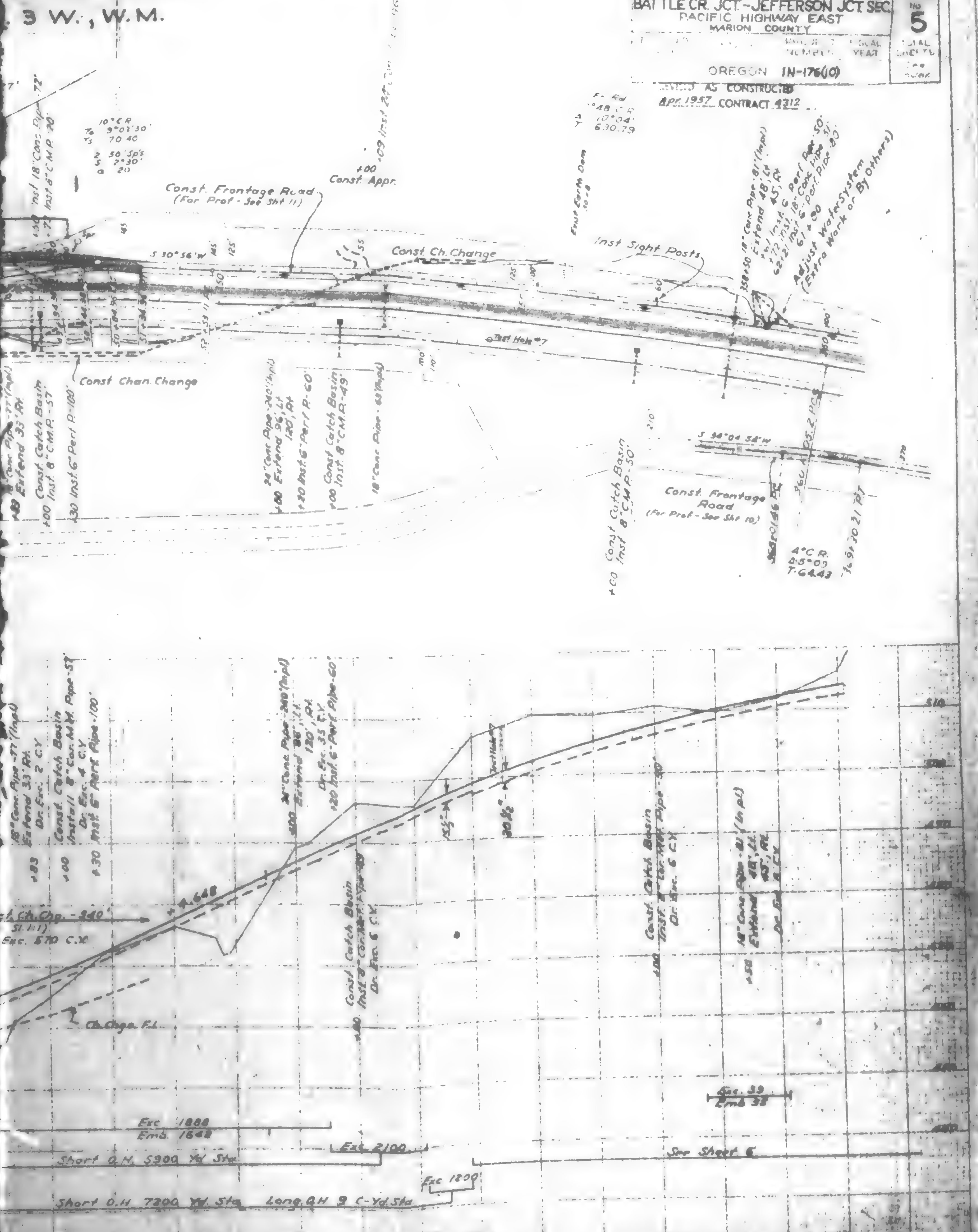

BATTLE CREEK JCT.
BATTLE CR. JCT.-JE FER
PACIFIC HIGHWA
MARION
OREGON IN
AS CONSTRUCTED
Apr. 1957 CONTRACT 4212
T. 8 S. R. 3 W., W.M.
48+28 Const Appr Inst. 12" Pipe 27'
46+36 Const Appr. Inst. 24" Pipe 51'
Const Ch Change
12" Conc P.
Const Chan Change
Const Frontage Road (For Prof - See Sht 11)
+00 Const Appr.
Const Ch. Change
Inst Sight Posts
Fr. Rd 48 C.S 10°04' 630.79
Exist Earth Dam
S 30°56' W
S 34°04' 58"W
Const Frontage Road (For Prof - See Sht. 10)
+00 Const Catch Basin Inst. 8" C.M.P. 55'
+25 24" Conc Pipe 120' (Incl) Extend 39' Lt 45' Rt
+83 18" Conc Pipe 77' (Incl) Extend 33' Rt
+00 Const Catch Basin Inst 8" C.M.P. 57'
+30 Inst 6" Perf P. 100'
+00 24" Conc Pipe 240' (Incl) Extend 96' Lt 20' Rt
+20 Inst 6" Perf P. 60'
+00 Const Catch Basin Inst 8" C.M.P. 49'
18" Conc Pipe 63' (Incl)
+00 Const Catch Basin Inst 8" C.M.P. 50'
+00 Const Catch Basin Install 8" Cor. Met. Pipe 55' Dr. Exc. 2 C.Y.
+25 24" Conc Pipe 120' (Incl) Extend 39' Lt 45' Rt Dr. Exc. 15 C.Y.
+83 18" Conc Pipe 77' (Incl) Extend 33' Rt Dr. Exc. 2 C.Y.
+00 Const Catch Basin Install 8" Cor. Met. Pipe 57' Dr. Exc. 4 C.Y.
+30 Inst 6" Perf Pipe 100'
+00 24" Conc Pipe 240' (Incl) Extend 96' Lt 120' Rt Dr. Exc. 35 C.Y.
+20 Inst 6" Perf Pipe 60'
+00 Const Catch Basin Inst 8" Cor. Met. Pipe 49' Dr. Exc. 6 C.Y.
+00 Const Catch Basin Inst 8" Cor. Met. Pipe 50' Dr. Exc. 6 C.Y.
+52 18" Conc Pipe 81' (Incl) Extend 48' Lt 45' Rt
+4.64%
Const Ch. Chg. 340' (4' Bott. Sl. 1:1) Dr. Exc. 570 C.Y.
Ch. Chge. F.L.
Exc. 53 Emb. 46
Exc. 246 Emb. 214
Exc. 1888 Emb. 1648
Exc. 2100
Exc. 39 Emb. 35
Short O.H. 5900 Yd Sta.
See Sheet 6
Emb. 1826
Exc. 1800
Short O.H. 7200 Yd. Sta. Long O.H. 9 C-Yd Sta.
Emb. 1043
345
350
355

5 V 54

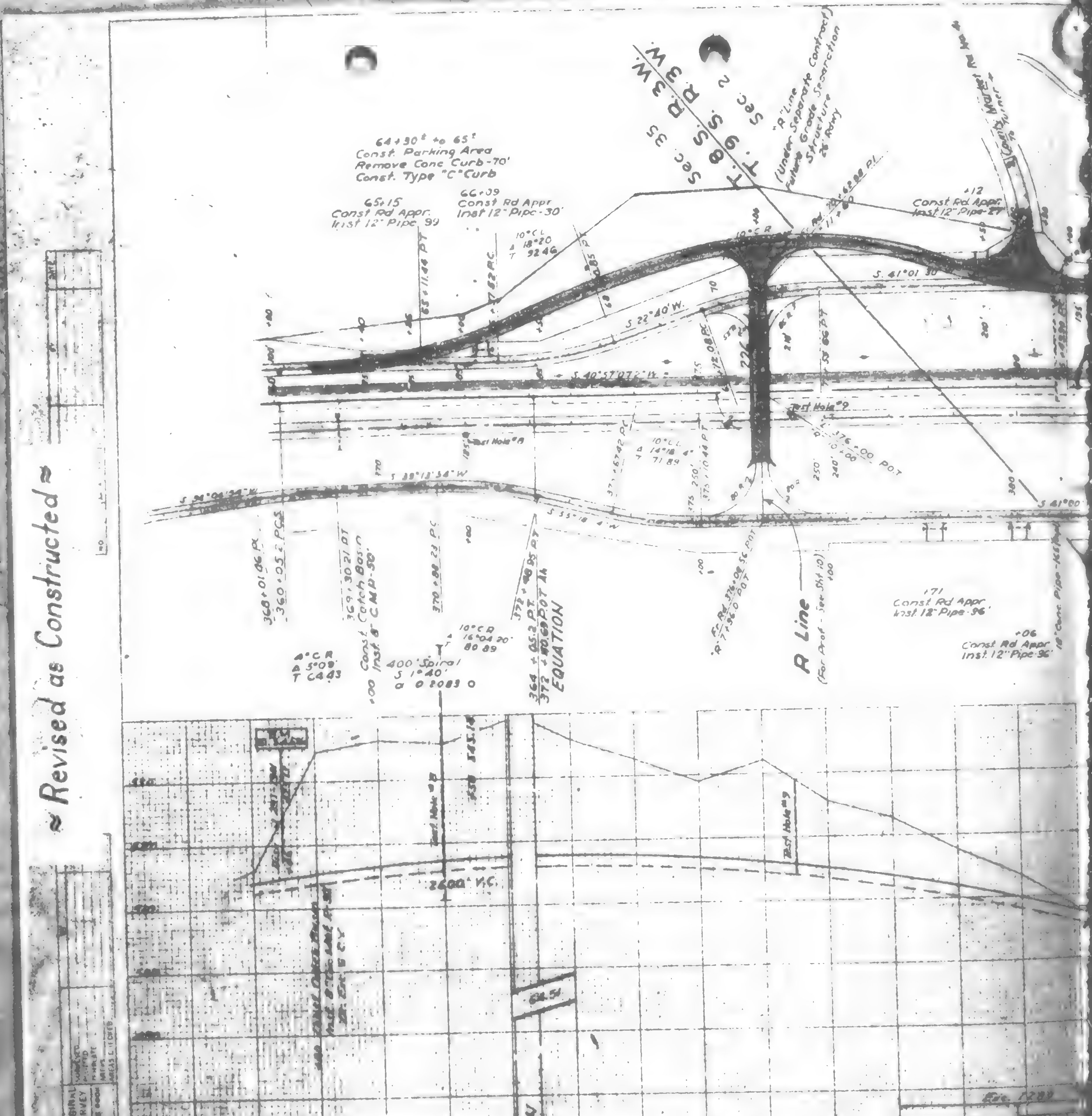
BATTLE CREEK JCT.-ILLAHEE UNIT
BATTLE CR. JCT.-JEFFERSON JCT. SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
OREGON IN-176(10)		5	See Book

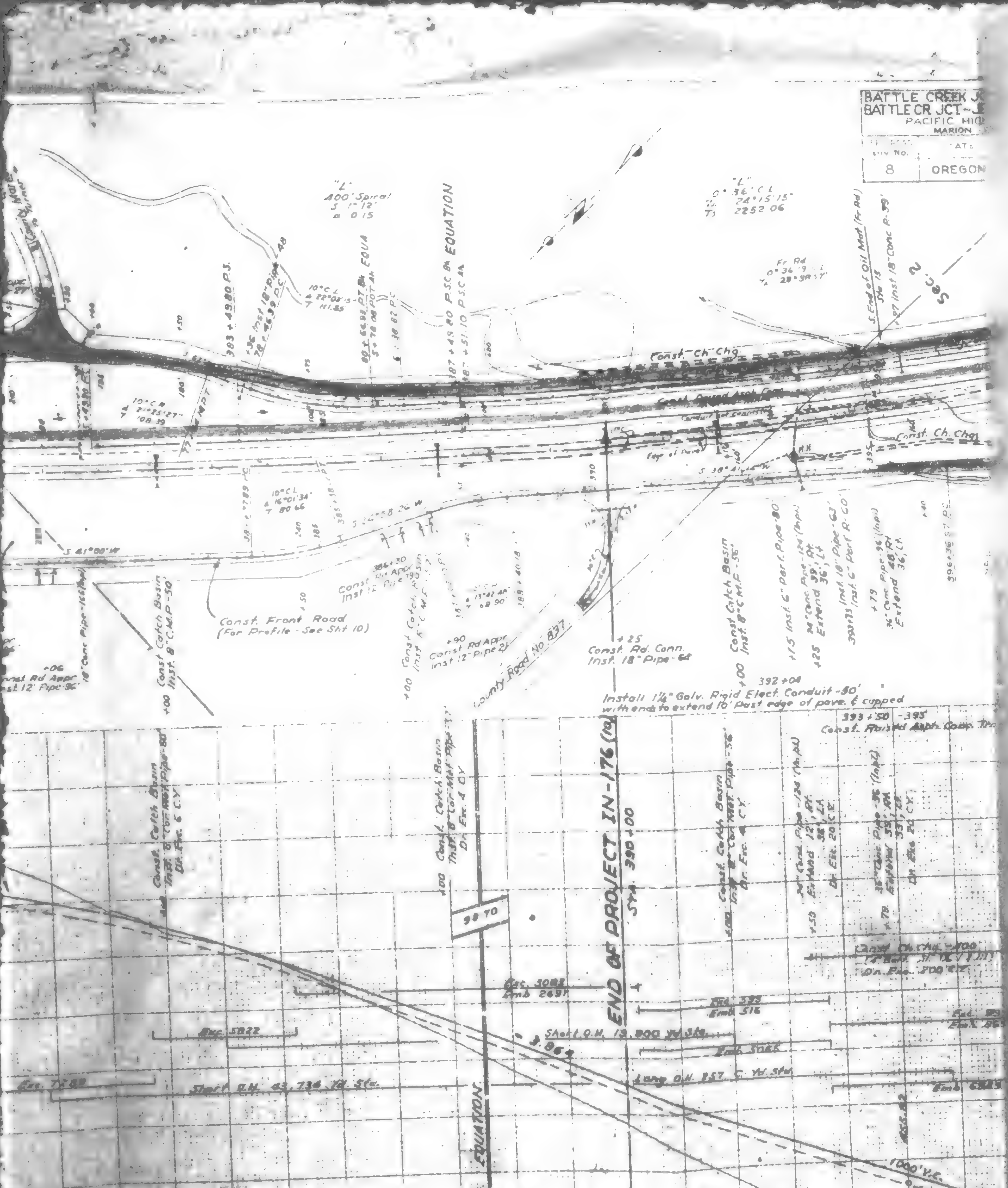
REVISED AS CONSTRUCTED
Apr. 1957 CONTRACT 4312



3 W., W.M.
Inst 18" Conc. Pipe 72'
Inst 8" C.M.P. 20
10° C.R.
9°03'30"
70.40
2 50' Sp's
2°30'
20
+00 Const. Appr.
+09 Inst 24" Conc
Const. Frontage Road (For Prof. - See Sht 11)
S 30°56' W
Const. Ch. Change
Const. Chan. Change
Test Hole #7
Exist Earth Dam
F - Rd
48° C.R.
10°04'
630.79
Inst Sight Posts
358+50 18" Conc Pipe 81' (Impl)
Extend 48' Lt
Extend 45' Rt
Inst 6" Perf Pipe 50'
Inst 18" Conc Pipe 51'
Inst 6" Perf Pipe 80'
Adjust Water System (Extra Work or By Others)
18" Conc Pipe 77' (Impl)
Extend 33' Rt
+00 Const. Catch Basin Inst 8" C.M.P. 57
+30 Inst 6" Perf P. 100'
+00 24" Conc Pipe 240' (Impl) Extend 36' Lt 120' Rt
+20 Inst 6" Perf P. 60'
+00 Const Catch Basin Inst 8" C.M.P. 49'
18" Conc Pipe 63' (Impl)
+00 Const Catch Basin Inst 8" C.M.P. 50
S 34°04'58" W
Const. Frontage Road (For Prof. - See Sht 10)
4° C.R.
D-5°09'
T-64.43
Const. Ch. Chg. 340'
Exc. 570 C.Y.
+4.648
Ch. Chge. F.L.
Dr. Exc. 2 C.Y.
Install 8" Con. M.H. Pipe 57
Dr. Exc. 4 C.Y.
Inst 6" Perf Pipe 100'
Dr. Exc. 35 C.Y.
Inst 6" Perf Pipe 60'
Const. Catch Basin Inst 8" Con. M.H. Pipe 49
Dr. Exc. 6 C.Y.
Const. Catch Basin Inst 8" Con. M.H. Pipe 50
+50 18" Conc Pipe 81' (Impl) Extend 48' Lt 45' Rt Dr. Exc. 8 C.Y.
Exc. 1888
Emb. 1648
Exc. 2100
Exc. 1800
Exc. 35
Emb. 35
Short O.H. 5900 Yd. Sta.
Short O.H. 7200 Yd. Sta.
Long O.H. 9 C-Yd. Sta.
See Sheet 6
350
355
360



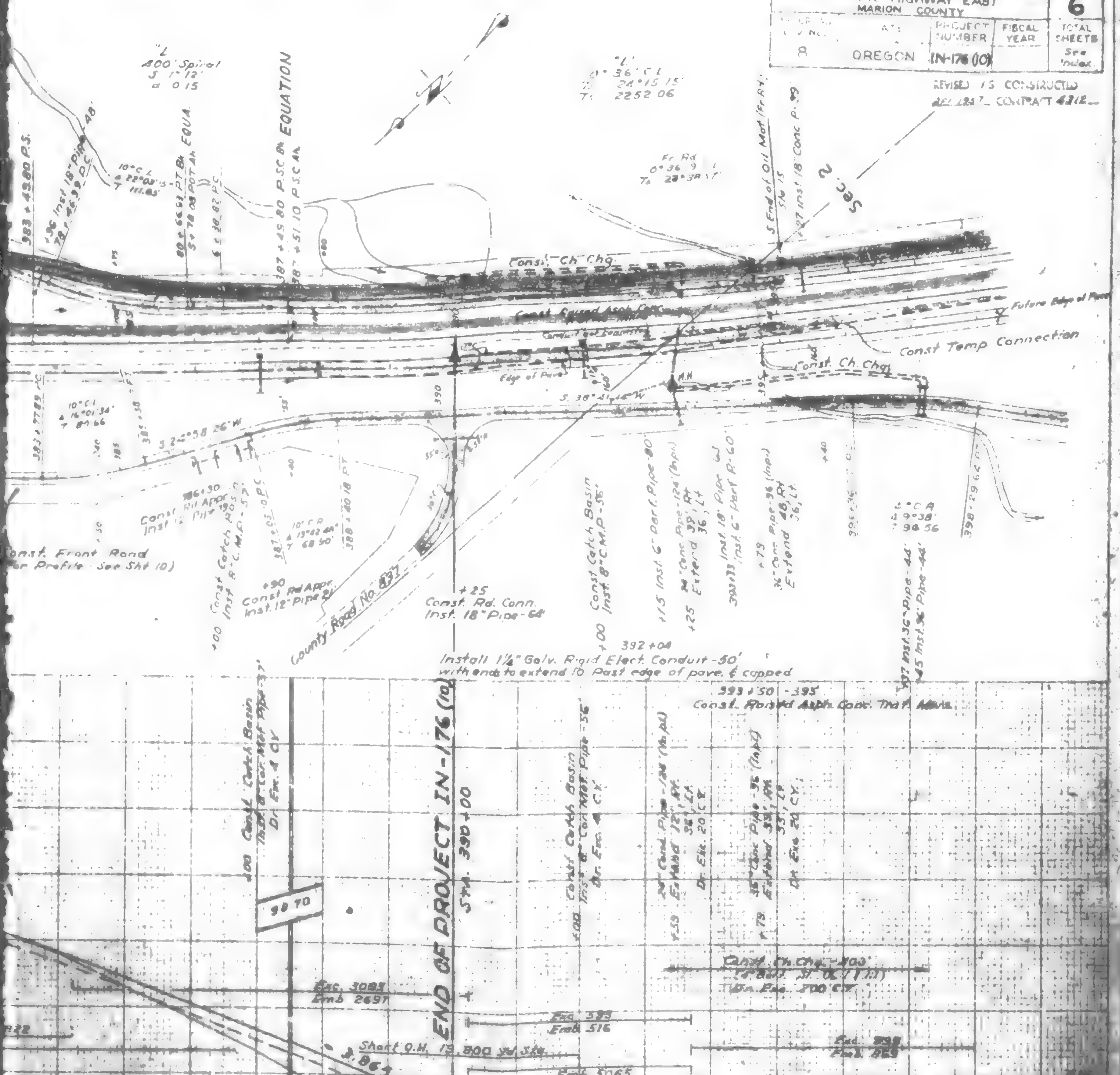
≈ Revised as Constructed ≈
T. 9 S. R 3 W.
T. 8 S. Sec. 35
Sec. 2
"A" Line (Under Separate Contract) Railway Grade Separation Structure 26 Rdwy
64+30± to 65±
Const. Parking Area
Remove Conc Curb-70'
Const. Type "C" Curb
65+15
Const Rd Appr.
Inst 12" Pipe 99
66+09
Const Rd Appr
Inst 12" Pipe-30'
+12
Const Rd Appr.
Inst 12" Pipe-27'
County Market Rd
S 22°40' W.
S. 41°01' 30"
S. 41°00'
S 38°13'34" W
S 33°18' 4" W
Test Hole #8
Test Hole #9
376+00 POT
360+01.06 P.
360+05.2 PCS
369+30.21 PT
Const. Catch Basin
Inst 8" C.M.P.-50'
370+88.23 PC
372+48.85 PT
364+05.2 PT
372+80.69 POT Ah
EQUATION
4° C.R.
Δ 5°09'
T 64.43
400' Spiral
S 1°40'
a 0.2083 0
10° C.R.
16°04'20"
80.89
A Line
(For Prof - See Sht 10)
+71
Const Rd Appr
Inst 12" Pipe-36'
+06
Const Rd Appr
Inst 12" Pipe-36'
2600' V.C.
EQUATION
Exc 7443
To Lt. Fr. Rd.
Exc 1958
to Lt Front Rd
Exc 2080
to Lt Front Rd
Exc 1289
Exc 47,882
ORIGINAL SURVEY


BATTLE CREEK JC
BATTLE CR JCT-J
PACIFIC HIG
MARION
8
OREGON
"L"
400' Spiral
"L"
0° 36' C.L
24°15'15"
2252.06
383+49.80 P.S.
EQUATION
Fr. Rd
Const. Ch. Chg.
Const. Raised Asph. Conc.
Edge of Pave.
Const. Ch. Chg.
10° C.L
16°01'34"
80.66
10° C.R
21°25'27"
S 41°00' W
Const. Front Road
(For Profile - See Sht 10)
Const. Catch Basin
Inst. 8" C.M.P.-50'
Const. Rd. Appr.
Inst. 12" Pipe-24'
County Road No 837
+25
Const. Rd. Conn.
Inst. 18" Pipe-64'
Const. Catch Basin
Inst. 8" C.M.P.-56'
392+04
Install 1¼" Galv. Rigid Elect. Conduit -50' with ends to extend 10' past edge of pave. & capped
393+50 - 395
Const. Raised Asph. Conc.
Sec. 2
98.70
END OF PROJECT IN-176 (10)
Sta. 390+00
EQUATION
Exc. 3088
Emb. 2691
Exc. 5822
Exc. 7288
Short O.H. 13,800 Yd. Sta.
Short O.H. 43,734 Yd. Sta.
Long O.H. 257 C. Yd. Sta.
Emb. 516
Emb. 3085
3.86%
1000' V.C.
385
390
395

39-87

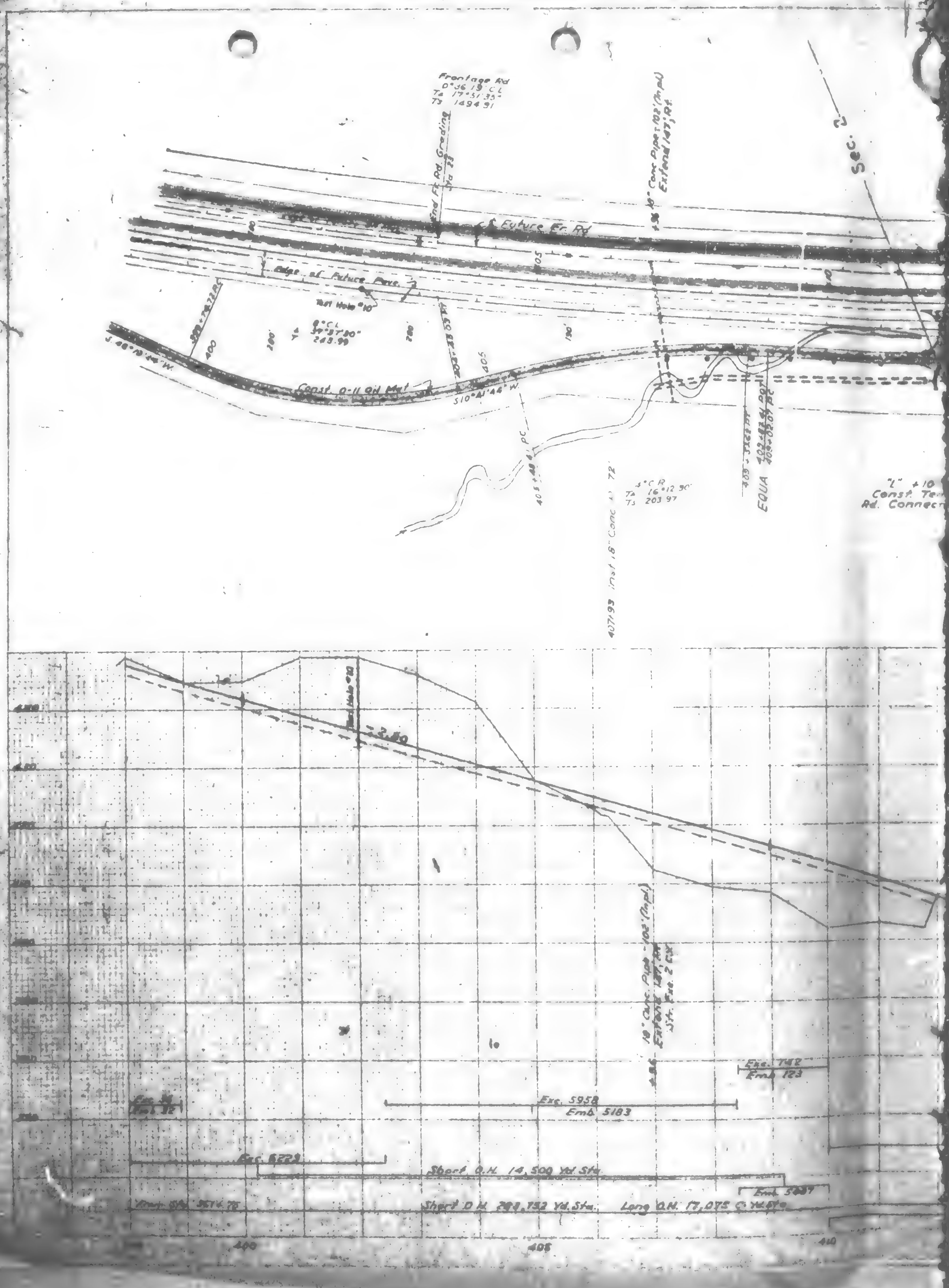
BATTLE CREEK JCT.-ILLAHEE UNIT BATTLE CR JCT.-JEFFERSON JCT. SEC. PACIFIC HIGHWAY EAST MARION COUNTY				SHEET No 6
[illegible] No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	IN-176 (10)		See Index

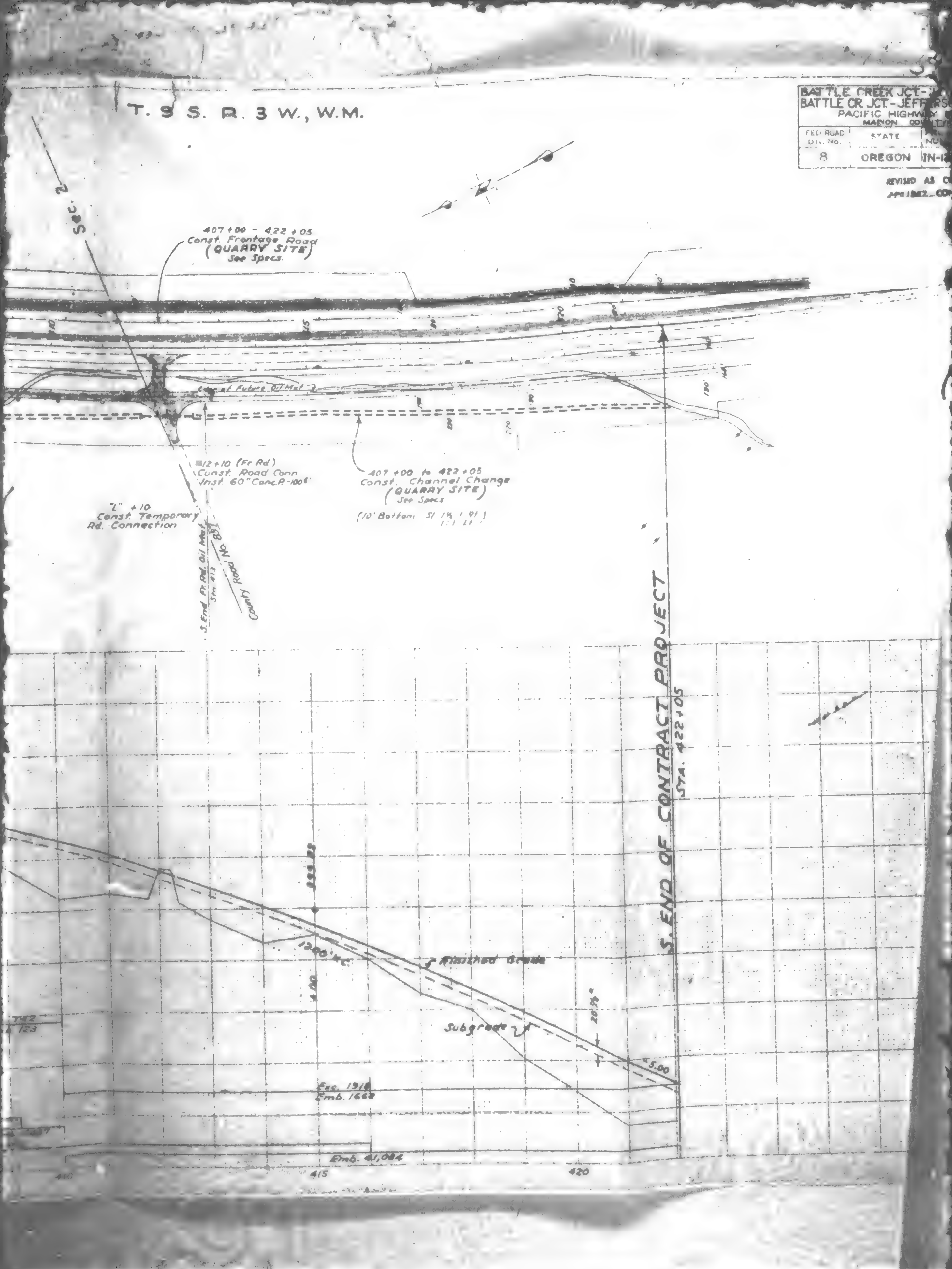
REVISED AS CONSTRUCTED
DEC. 1957 CONTRACT 4312



"L"
400' Spiral
S 1°12'
a 0.15
"L"
0° 36' C.L.
Δ 24°15'15"
T 2252.06
383 + 49.80 P.S.
96 Inst. 18" Pipe 48'
78 + 46.39 P.C.
10° C.L.
Δ 22°02'15"
T 111.85
80 + 66.93 P.T. Bk. EQUA.
5 + 78.08 P.O.T. Ah. EQUA.
6 + 38.82 P.C.
387 + 49.80 P.S.C. Bk. EQUATION
387 + 51.10 P.S.C. Ah.
Fr. Rd.
0° 36' 9" L
T 28° 38' 17"
5 End of Oil Mat (Fr. Rt.)
Sta. 15
87 Inst. 18" Conc. P. 89
Sec. 2
Const. Ch. Chg.
Const. Paved Asph. Conc.
Conduit not Energized
Future Edge of Pave.
Const. Temp. Connection
Edge of Pave.
M.H.
Const. Ch. Chg.
S. 38° 51' 46" W
383 + 77.89 P.C.
10° C.L.
Δ 16°01'34"
T 80.66
385
S. 24° 58' 26" W
386 + 30
Const. Rd. Appr.
Inst. 12" Pipe 30'
387 + 05.10 P.C.
10° C.R.
Δ 13°02'44"
T 68.50
388 + 80.18 P.T.
390
Const. Front Road
For Profile - See Sht. 10
+00 Const. Catch Basin
Inst. 8" C.M.P. 57'
+90
Const. Rd. Appr.
Inst. 12" Pipe 28'
County Road No. 837
+25
Const. Rd. Conn.
Inst. 18" Pipe - 64'
+00 Const. Catch Basin
Inst. 8" C.M.P. - 56'
+15 Inst. 6" Perf. Pipe - 80'
+25 24" Conc. Pipe - 124' (Impl.)
Extend 39' Rt.
36' Lt.
393 + 33 Inst. 18" Pipe
Inst. 6" Perf. P. 60'
+79 36" Conc. Pipe - 36' (Impl.)
Extend 48' Rt.
36' Lt.
+40
396 + 36
2° C.R.
Δ 9° 38'
T 94.56
397 Inst. 36" Pipe - 44'
45 Inst. 36" Pipe - 44'
398 + 29.62 P.T.
392 + 04
Install 1¼" Galv. Rigid Elect. Conduit - 50'
with ends to extend 10' past edge of pave. & capped
393 + 50 - 395
Const. Paved Asph. Conc. Traf. Mars.
+00 Const. Catch Basin
Inst. 8" Cor. Met. Pipe 57'
Dr. Exc. 4 C.Y.
END OF PROJECT IN-176 (10)
STA. 390 + 00
+00 Const. Catch Basin
Inst. 8" Cor. Met. Pipe 56'
Dr. Exc. 4 C.Y.
24" Conc. Pipe - 124' (Impl.)
Extend 12' Rt.
36' Lt.
Dr. Exc. 20 C.Y.
36" Conc. Pipe - 36' (Impl.)
Extend 39' Rt.
33' Lt.
Dr. Exc. 20 C.Y.
38.70
Const. Ch. Chg. - 300'
Dr. Exc. 200 C.Y.
Exc. 3083
Emb. 2697
Exc. 393
Emb. 516
Short O.H. 19,800 Yd. Sta.
Emb. 3065
Long O.H. 257 C. Yd. Sta.
Exc. 938
Emb. 869
Emb. 6223
EQUATION
387 + 49.80 Bk.
387 + 51.10 Ah.
1000' V.C.
385
390
395

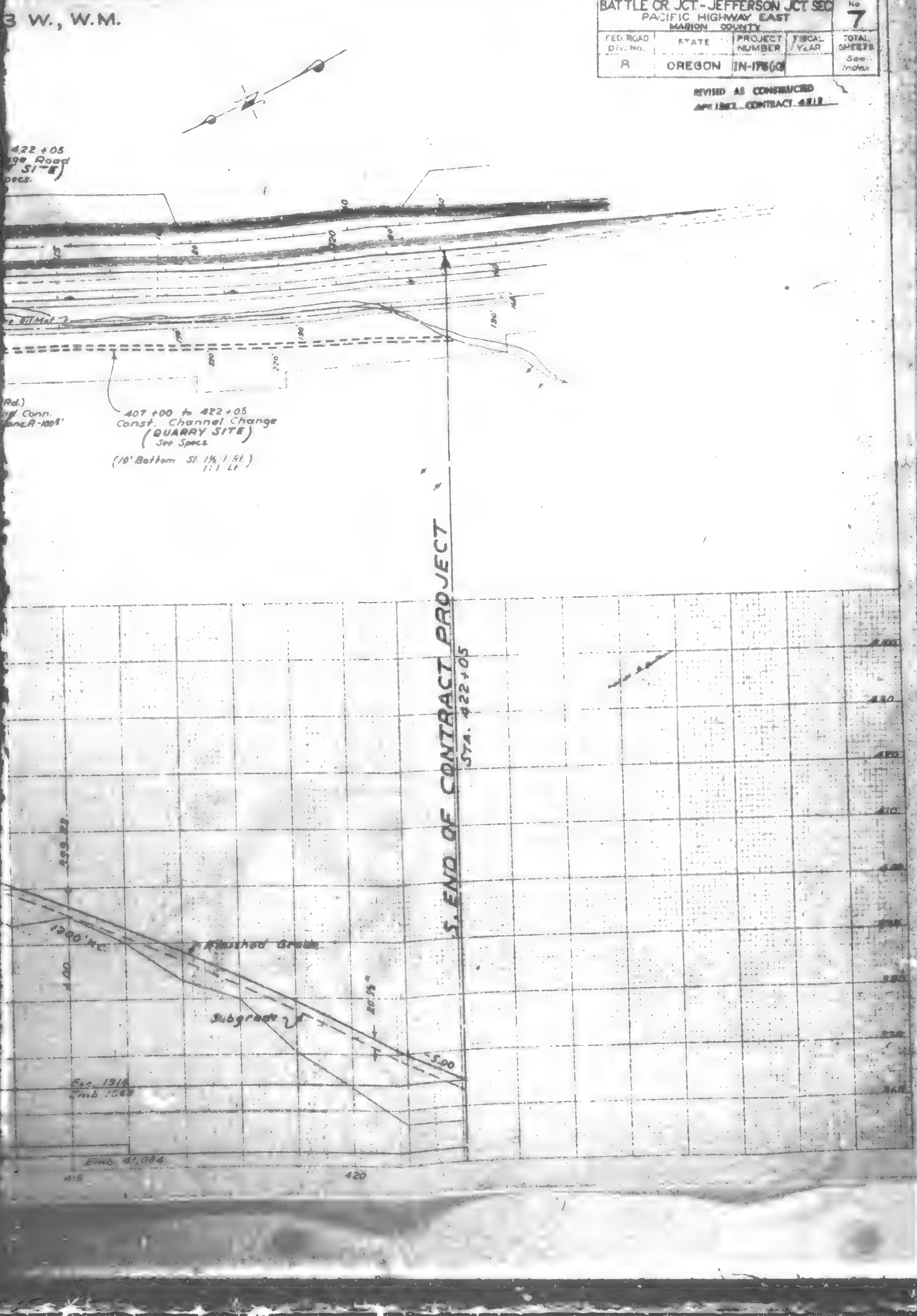
Revised as Constructed


Frontage Rd
0°36'19" CL
Ta 17°51'35"
Ts 1494.91
End Fr. Rd. Grading
C.L. Future Fr. Rd.
10" Conc. Pipe: 102' (Inpl.)
Extend 147' Rt.
Sec. 2
Edge of Future Pave.
Test Hole #10
9°CL
37°37'30"
248.99
S. 46°10'44" W.
Const. 0-11 Oil Mat
S10°41'44" W.
405 + 48.61 PC
407+93 Inst. 18" Conc. 72'
4°C R
Ta 16°12'30"
Ts 203.97
409 + 32.23 PT
EQUA 402+83.41 POT
409+02.07 PC
"L" +10
Const. Te
Rd. Connec
400
405
Test Hole #10
-3.80
10" Conc. Pipe: 102' (Inpl.)
Extend 147' Rt.
St. Exc. 2 Ck.
Exc. 742
Emb. 123
Exc. 5958
Emb. 5183
Exc. 36
Emb. 32
Exc. 6229
Short O.H. 14,500 Yd. Sta.
Emb. 5237
Short O.H. 293,752 Yd. Sta.
Long O.H. 17,075 C. Yd. Sta.
400
405
410

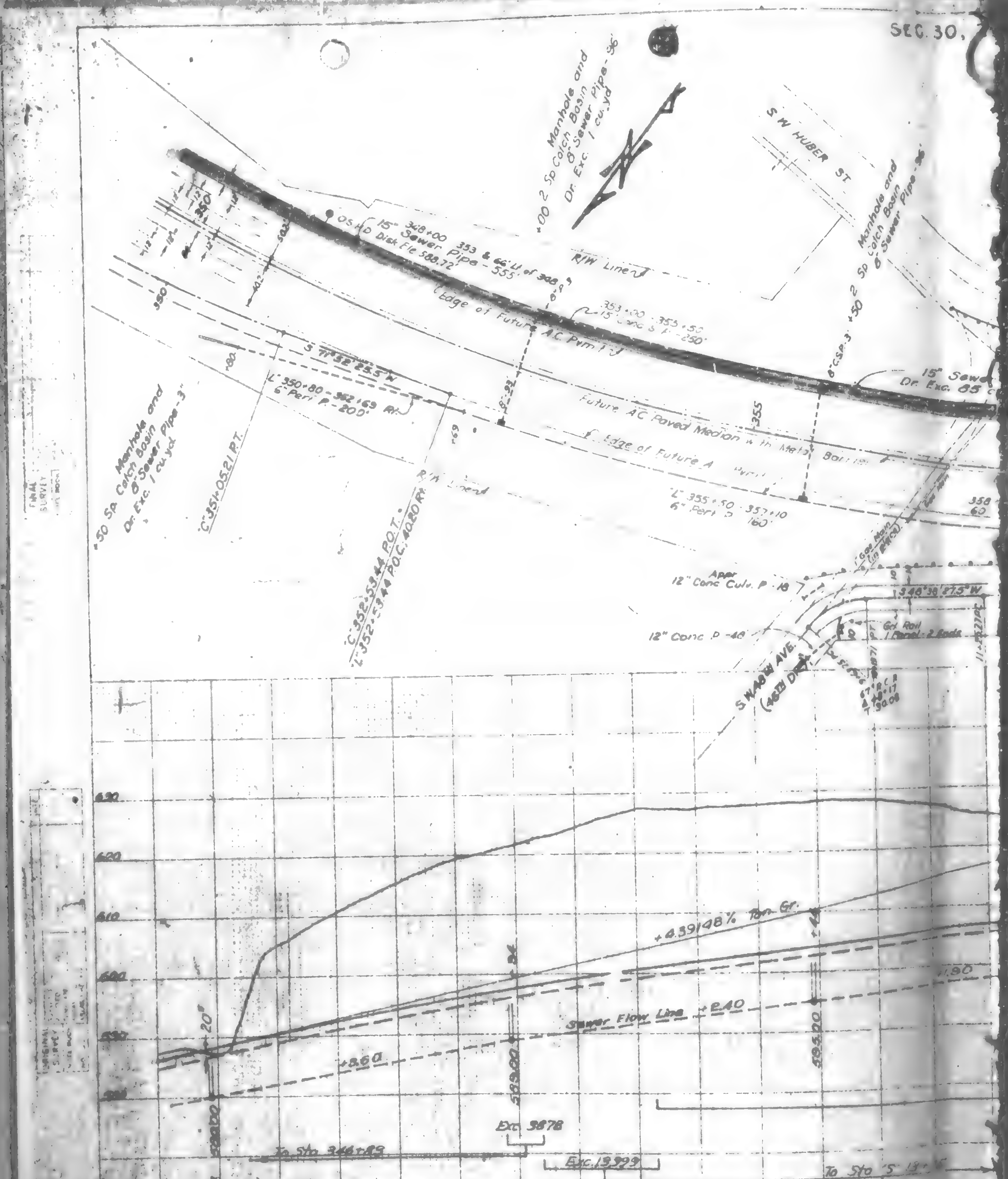

BATTLE CREEK JCT-
BATTLE CR JCT-JEFF
PACIFIC HIGHW
MARION CO
FED ROAD DIV. No.
STATE
NU
8
OREGON
IN-
REVISED AS C
APR 1962 CO
T. 9 S. R. 3 W., W.M.
Sec. 2
407+00 - 422+05
Const. Frontage Road
(QUARRY SITE)
See Specs.
412+10 (Fr Rd)
Const. Road Conn
Inst. 60" Conc. R-100'
"L" +10
Const. Temporary
Rd. Connection
S. End Fr. Rd. Oil Mat
Sta 413
County Road No. 851
407+00 to 422+05
Const. Channel Change
(QUARRY SITE)
See Specs
(10' Bottom 51 1½:1 Rt)
Edge of Future Oil Mat
S. END OF CONTRACT PROJECT
STA. 422+05
1200' V.C.
Finished Grade
Subgrade
20.75"
5.00
Exc. 1918
Emb. 1668
Emb. 41,084
415
420

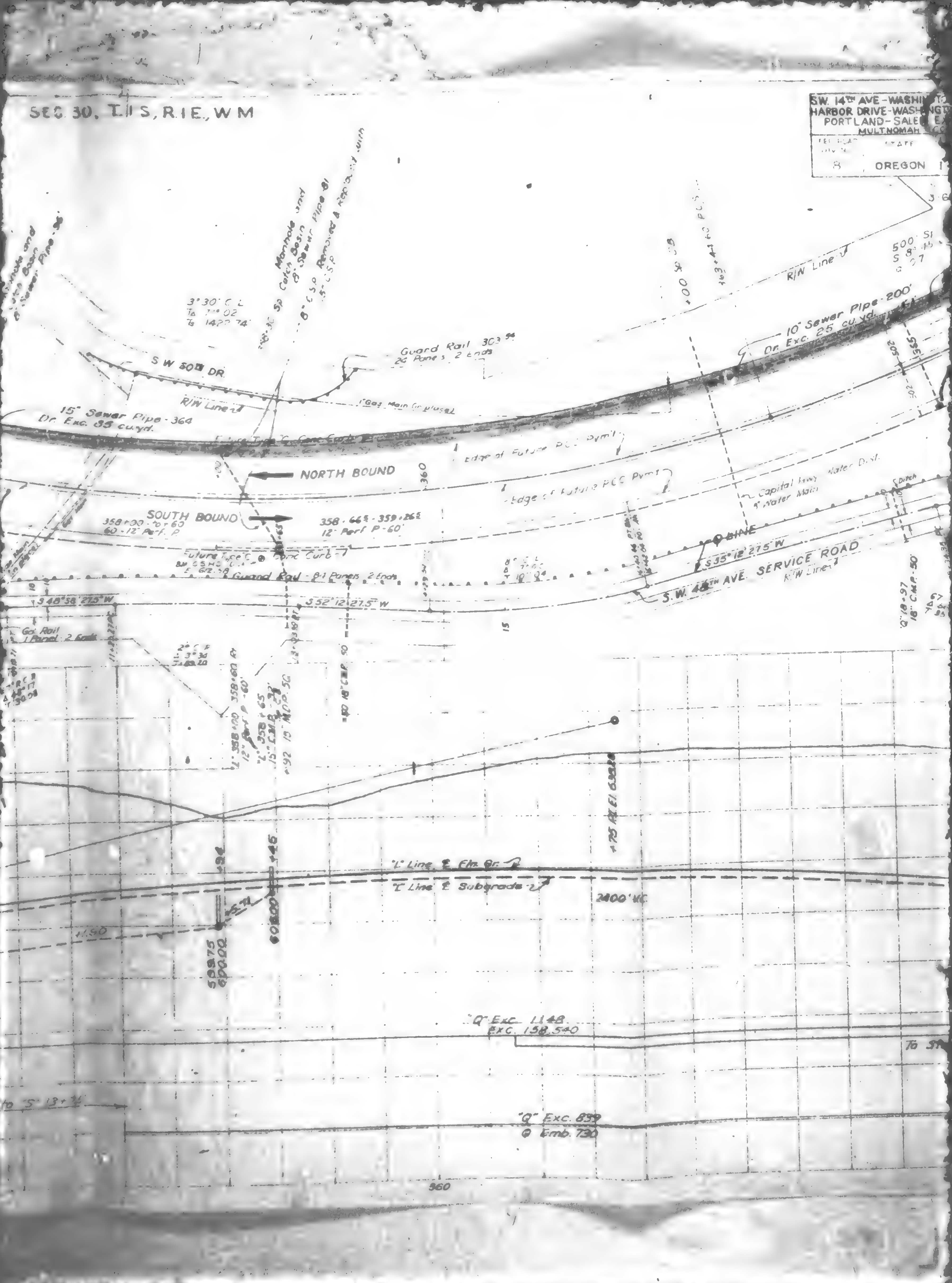
BATTLE CREEK JCT.-ILLAHEE UNIT BATTLE CR. JCT.-JEFFERSON JCT. SEC. PACIFIC HIGHWAY EAST MARION COUNTY				SHEET No. 7
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	IN-1?6(0)		See Index

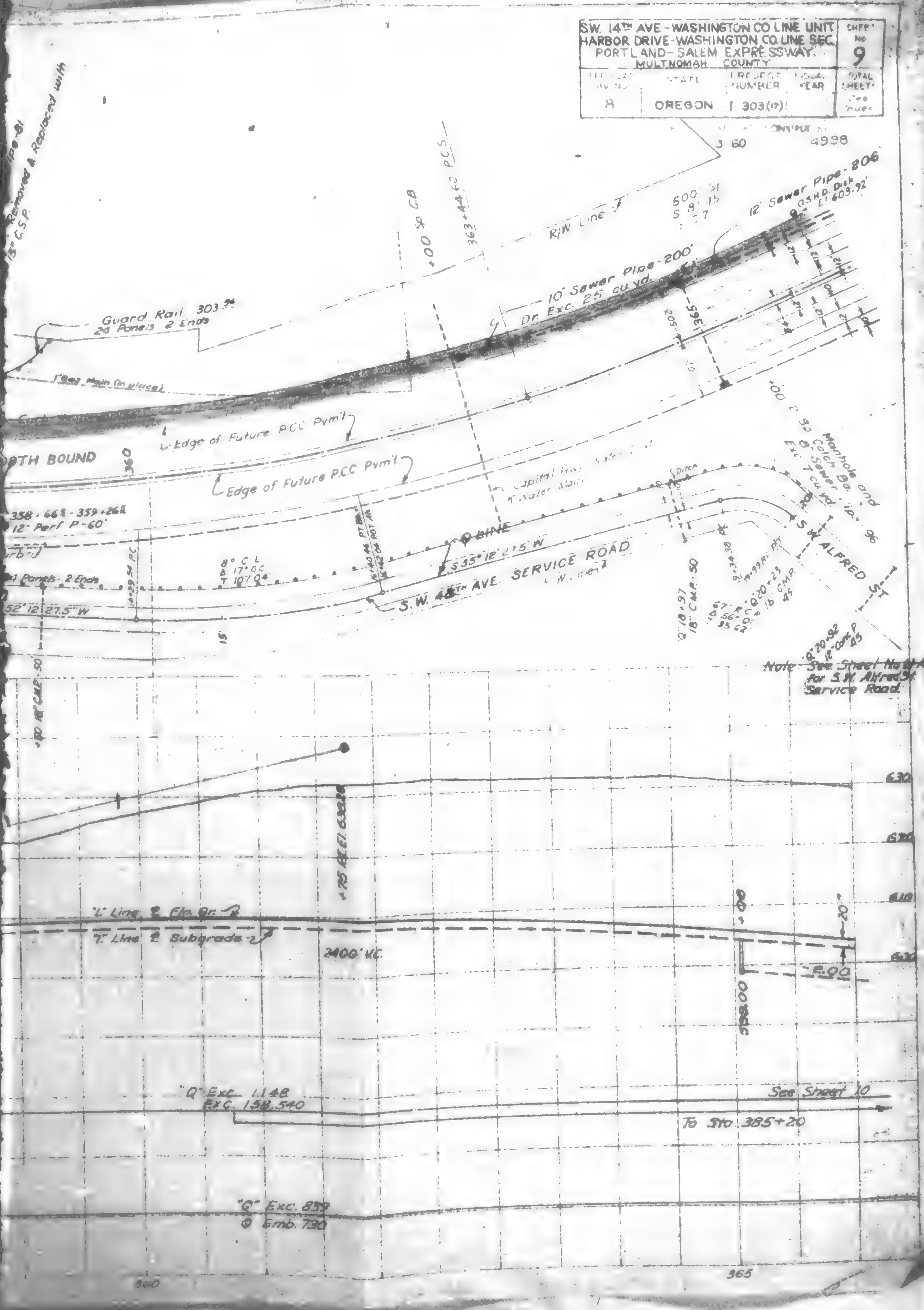
REVISED AS CONSTRUCTED
APR. 1962 CONTRACT 4812



3 W., W.M.
422+05
...ge Road
...(SITE)
...pecs.
(Rd.)
...d Conn.
407+00 to 422+05
Const. Channel Change
(QUARRY SITE)
See Specs.
(10' Bottom Sl. 1½:1 Rt.
1:1 Lt.)
S. END OF CONTRACT PROJECT
STA. 422+05
1300' V.C.
Finished Grade
Subgrade
Exc. 1316
Emb 1569
Emb. 41,084
415
420
430
420
410
400
390
380
370
360


SEC. 30,
S W HUBER ST
Manhole and +00 2 Sp Catch Basin 8" Sewer Pipe - 96 Dr. Exc. 1 cu. yd
Manhole and +50 2 Sp Catch Basin 8" Sewer Pipe - 96
Manhole and +50 Sp Catch Basin 8" Sewer Pipe - 3' Dr. Exc. 1 cu. yd
350
OSHD Disk Ele 588.72
15" Sewer Pipe - 555
348+00 353 & 66' Lt. of 348
R/W Line
Edge of Future A.C. Pvmt
353+00 - 355+50 15" Conc S.P. - 250'
S 71°52'25.5" W
"L" 350+80 - 352+69 Rt. 6" Perf. P. - 200'
+80
+69
8"-92
8" C.S.P. 3
"C" 351+05.21 P.T.
"C" 352+53.44 P.O.T. = "L" 352+53.44 P.O.C. 40.20 Rt.
R/W Line
355
Future AC Paved Median with Metal Barrier
Edge of Future A.C. Pvmt
"L" 355+50 - 357+10 6" Perf. P. 160'
15" Sewer Dr. Exc. 85 c
358 60
Gas Main (in place)
Appr. 12" Conc Culv. P - 18
12" Conc. P - 48
S 46°38'27.5" W
Grd. Rail 1 Panel - 2 Ends
S.W. WASH AVE. (46th DR.)
P.T.
11+22.71 P.C.
630
620
610
600
590
580
+4.39148% Tan. Gr.
Sewer Flow Line +2.40
+3.60
1.80
20"
+94
+44
580.00
589.00
595.00
Exc. 3878
To Sta 346+89
Exc. 13,999
To Sta "S" 19+15
"C" Exc. 932
Exc. 21,232
See Sheet 6-5
350
355
FINAL SURVEY
ORIGINAL SURVEY


SEC 30, T 1 S, R 1 E, W M
SW. 14TH AVE - WASHI
HARBOR DRIVE - WASHINGT
PORTLAND - SALE
MULTNOMAH
8
OREGON
S W 50TH DR.
R/W Line
Guard Rail 303.94
24 Panels 2 Ends
15" Sewer Pipe - 364
Dr. Exc. 85 cu.yd.
10" Sewer Pipe - 200'
Dr. Exc. 25 cu.yd.
R/W Line
Manhole and Catch Basin
8" Sewer Pipe
8" C.S.P. Removed & Replaced with
NORTH BOUND
SOUTH BOUND
360
Edge of Future PCC Pvmt
Edge of Future PCC Pvmt
358+00 - 60
60 - 12" Perf. P
358+66.5 - 359+26.5
12" Perf P - 60'
Future Type C Conc Curb
Guard Rail - 8-1 Panels 2 Ends
S 48°58' 27.5" W
S 52° 12' 27.5" W
Capital Hwy Water Dist.
8" Water Main
Q LINE
S 35° 12' 27.5" W
S.W. 48TH AVE. SERVICE ROAD
R/W Line
Gd. Rail 1 Panel 2 Ends
18" C.M.P. 50
"L" Line Fin. Gr.
"L" Line Subgrade
2400' V.C.
+75 Pt. El 638
+94
+46
509.75
600.00
"Q" Exc. 1148
Exc. 158,540
"Q" Exc. 839
Emb. 730
To "S" 13+
To S
360



SW. 14TH AVE - WASHINGTON CO LINE UNIT
HARBOR DRIVE - WASHINGTON CO LINE SEC.
PORTLAND - SALEM EXPRESSWAY
MULTNOMAH COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO. 9
8	OREGON	I-303(17)		TOTAL SHEETS See Index

Note: See Sheet No. 9A for S.W. Alfred St. Service Road.

3 60
4998
R/W Line
500 51
12" Sewer Pipe-206
OSHD. Disk El 609.92'
10" Sewer Pipe-200'
Dr. Exc. 25 cu.yd.
363+44.60 P.C.S.
+00 90 C.B
Guard Rail 303
24 Panels 2 Ends
1" Gas Main (in place)
Edge of Future P.C.C. Pvm't
Edge of Future P.C.C. Pvm't
...TH BOUND
360
365
358+66 - 359+26
12" Perf P-60'
...Panels 2 Ends
...52°12'27.5" W
8° C L
Δ 17° 00
T 107.04
S 35°12'27.5" W
S.W. 48TH AVE. SERVICE ROAD
Ditch
Manhole and Catch Ba.
Exc. 7 cu. yd.
S.W. ALFRED ST
Q 18+97
18" CMP-50
Q 20+23
18" CMP 45
Q 20+92
12" Conc. P 45
15
+50 18" CMP-50
+75 P.I. El. 630.00
630
620
610
600
"L" Line Fin. Gr.
"L" Line Subgrade
2400' V.C.
+20
-2.00
598.00
"Q" Exc. 1,148
Exc. 158,540
See Sheet 10
To Sta. 385+20
"Q" Exc. 839
Emb. 730
360
365

RECEIVED
APR 11 1968

FOR FILIN

Maint
Traf
Rg
Ten

2133

April 10, 1968

Mr. Robert E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Climbing Lanes, Illahee
Hill and Tigard Interchange
Pacific Highway

Dear Sir:

As requested by your letter of December 8, 1967, enclosed are the following data on these sections. The numbered paragraphs coincide with those of your letter.

1. Three copies of plans and typical sections for both proposals.

2. Three copies of cost estimates for both proposals.

3. The truck lane is required for traffic now at Illahee Hill, but in the future no more than six lanes total will be required. This is based on 1988 projected traffic. The climbing lane would then become the sixth lane with no additional climbing lane required.

4. Three copies of truck accident tabulations for both proposals.

5. The future truck percentage during the design hour was established from actual vehicle classification counts and correlated to design hour data obtained from permanent traffic recorder locations on Interstate 5 north of Terwilliger Boulevard in Portland and also three miles north of Salem.

For the Tigard problem, we have prepared additional studies as requested. Enclosed are three copies of a plan and profile to provide a special northbound off-ramp for trucks which would replace the proposal as submitted

August 18, 1967, from Station 395+08 to Station 418+00. This new plan would cost $221,600 less than the original. This plan looks good to us.

Also studied was an alternate providing six lanes through the interchange. This plan revised the entire set-up, easing the mainline curve to 3 degrees. This plan was discarded as it could not be justified traffic-wise and would still require the special truck ramp and climbing lane previously discussed.

It is hoped this requested additional data will enable you to approve the Illahee climbing lane and the special truck ramp and climbing lane at Tigard.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young

DNS:jp srb

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 8, 1967

In reply refer to: 08-35-DA/423.23

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

Ross for

SUBJECT: Oregon I-5
Illahee Hill and Tigard Interchange Section
Climbing Lanes

We have submitted your request of August 18, 1967 signed by Mr. Klaboe on the above subject to our Regional office. In order to fully evaluate the request they have asked for the following information:

✓1. A general design layout including typical sections showing the manner in which the additional lanes would be incorporated into the existing highway. Regrading, adjustments in structures and other revisions should be clearly shown.

✓2. Total additional costs.

3. Adaptability of the proposed climbing lanes (Illahee Hill) to a future 6-lane freeway.

✓4. Current information on accident experience and operational problems.

✓5. The calculations for climbing lane capacity warrants are extremely sensitive to small variations in the percent of trucks. For this reason, the analysis should include a description of the manner in which the future truck percent was established.

We wonder if it might be possible in the Tigard Interchange submission to include the following:

1. An evaluation of carrying the added lanes through the interchange.

costs for carrying thru intchg [illegible]

3 lanes & costs & [illegible]

orig to Morgan R/E

(more)

copy to Young
12-14-67

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
elock
Trout
Litchfield
Olson

RECEIVED
DEC 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC [illegible] 1967
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2. A special northbound truck lane which will exit at The existing location and merge with the Barbur Boulevard "ou ramp" at about Station 406.

   This would permit trucks traveling northbound on I-5 to remain in the outside lane, travel up part of the ramp and then back onto the freeway via the Barbur Boulevard northbound on ramp.

1036

RECEIVED
DEC [illegible] 1967

UNITED STATES GOVERNMENT

Memorandum

Mason

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 23, 1967

In reply refer to: 08-35-DA

Maint
Traffic
Rtg

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Interstate Estimate
Climbing Lanes

Mr. Klaboe's letter dated August 18 requested approval of climbing lanes on two sections of I-5. The cost of which was to be included in the 1968 Interstate Cost Estimate.

Due to the extremely late date in submitting this request, which must be approved in the Washington office, we cannot approve the inclusion of the costs necessary to accomplish this work in the cost estimate.

The information submitted supporting the climbing lane request will be studied by this office, and if found to be warranted the request will be forwarded for further consideration.

NOTED
[illegible]

8-25-67

REFERRED TO
Rowland Morgan
BY ASST. STATE HWY. ENGR

RECEIVED
AUG 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 25 1967
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1036

RECEIVED
AUG 18 1967

Maint
Traf
Rtg
Tm

August 18, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Two sections on Interstate 5 require climbing lanes under present standards, the grade on Illahee Hill south of Salem and through the Tigard Interchange in the southern part of Portland. A copy of the justification for these two climbing lanes is attached.

The Illahee Hill section was originally constructed without Interstate Funds; however, in 1962 the pavement was overlaid and the median was improved with Interstate Funds. The grades extend from Station 309 to Station 337 and from Station 375 to Station 429. The climbing lane was started at Station 290 which permits continuity with the extension of the off-ramp at the Sunnyside-Turner Interchange. When adjusted to permit acceleration beyond the summit and for the distance on the grade to reach critical speed, a gap of 3000 remains between the two climbing lanes. Because of the hazard involved in weaving, the additional lane was made continuous to Station 427.

For the Tigard Interchange climbing lane a narrative justification is presented showing the need through the interchange. The conventional computations do not support a climbing lane at this point. However, there are several special considerations that do justify the climbing lane. A computation based on traffic clearly warrants the addition of a climbing lane north of the Tigard Interchange based on the 1975 traffic projections.

For the purposes of the 1968 Interstate Estimate, the proposed climbing lane at the Tigard Interchange extends from Station 25+87 through an equation to Station 353+00.

Your approval of the climbing lanes on these two sections is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
R. D. Asburry
L. W. Rulien

JR:mk srb

1979 Martin Cr.-Anlauf Interch. 9037
Sec. Pacific Hwy.
(gr, pav, struc, sign & illum.) #5

RR 919 3-14-78

RR 931 6-5-78, 2-27-79

C&A 6355 6-26-78

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N. E.
Salem, Oregon 97301

April 18, 1988

IN REPLY REFER TO

HRW-OR

Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Forbes:

Oregon Project No. I-5-3(97)162
Divide-Anlauf Section
Pacific Highway - Lane & Douglas Counties

Enclosed are the two copies of the final revised right-of-way plans for the subject project which you had submitted for our approval. We are returning the plans unapproved and request that the plans be revised to reflect those areas of State-owned land to be devoted to scenic strip use in accordance with Mr. D. E. Swan's letter dated September 2, 1977.

When the requested plan revision has been accomplished, please return the plan for our approval.

Sincerely yours,

John D Wickman

for Dale E. Wilken
Division Administrator

Enclosures
Rev. R/W Plans (2)

cc:
OSHD (Cam Gilmour, Prgm Mgmt)

D. R. ADAMS

Adams-TAA

RECEIVED
STATE HWY ENGR

APR 18 '88

REFER TO
Gilmour

FOR

Info	Inves	R/C	D/R	Sign	Act	File
					X	

bi

cc: OSHD (L. W. RULIEN)

STATE COPY

RECEIVED
ENGR
MAR 20 '86
REFER TO Fredrickson
FOR: Info | Inves | R/D | O/R | Sign | Act | File

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 11	COUNTY DOUGLAS & LANE	DIVISION OREGON
DATE OF REPORT 3/17/86	REPORT MADE BY W. N. BRYANT, AREA ENGINEER		PROJECT NO. I-IR-5-3(113)163
COMPLETION DATE (Actual) 6/19/82	ACCEPTANCE DATE BY CONRTACT AGENCY 7/15/85	TIME ELAPSED 65 %	CONTRACT TIME 1360 Calendar Days

Og
3/21

LOCATION

I-5, 1.57 MILES EAST OF DOUGLAS COUNTY LINE SOUTH 7.37 MILEs

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MARTIN CREEK-ANLAUF SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures, Signing and Illumination

This project provided for the construction under traffic of a 7.40 mile section of Interstate 5. The work included construction of roadbed grading, aggregate subbase and base, plant-mix bituminous base, asphaltic concrete pavement, portland cement concrete pavement, nine bridges (three new interchanges), highway signs and illumination.

A contract in the bid amount of $38,576,809.00 was awarded Peter Kiewit Son's Co., Vancouver, Washington on 11/9/79. Work began on 1/1/80 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on June 19, 1982 at a final cost of $44,326,899.61 which includes $39,163,199.56 for original bid item work, $281,709.88 for work performed under approved price agreements (37), $722,226.98 for approved force acount work (26), $475,882.46 for work completed under (13) State Force Orders, $825,318.39 for adjustments in A.C. prices, $6,349.99 liquidated damages for lane closures, $125,000.00 for claim settlement and $2,739,912.33 for construction engineering.

A total of 884 calendar days were used in completing the contract work as compared to the 1360 calendar days allowed under the specifications. All overruns and underruns have been explained in a satisfactory manner. A copy of the explanation is attached to the Division office copy of this report.

Project records indicate that all materials incorporated into the work were inspected or tested and found to be in reasonably close conformance with specification requirements except for a small quanity of asphaltic concrete and bituminous base both of which failed to fully meet the compaction specifications. Liquidated damages in the amount of $1,050.00 have been assessed accordingly.

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original signed by E. T. CHRISTIANSON	
TITLE AREA ENGINEER	DATE MAR 18 1986	TITLE FIELD OPERATIONS ENGINEER	DATE MAR 19 1986

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9037

November 22, 1985

CON 5 - 9037

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

On July 17, 1985, we wrote to you concerning release of final payment on Contract No. 9037 awarded to Peter Kiewit Sons' Co. for work on the Martin Creek-Anlauf Interchange Section of the Pacific Highway in Lane and Douglas Counties.

Final payment on this contract is $731.33 and the total contract amount is $41,111,104.82 including $722,226.98 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Peter Kiewit Sons' Co.
215 S. "V" Street
Vancouver, WA 98663
bc: C. O. Fredrickson
Walt Hart
James J. Gix

FKN:arc

#9037 7-[illegible]-85 2

file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Oregon Asphaltic Paving Co. Contract No. 9577	SE Stark St.-SE Division St. Multnomah County	7-05-85
Ross Bros. Const., Inc. Contract No. 9373	Pudding River Bridge Marion County	7-09-85
Porter W. Yett Co. Contract No. 9741	Wilsonville-Hubbard Hwy. @ NE Arndt Rd. Clackamas & Marion Counties	7-09-85
Copeland Paving, Inc. Contract No. 9796	Ferris Gulch-Long Gulch Jackson County	7-09-85
Oregon Asphaltic Paving Co. Contract No. 9811	Portland Ave. @ Abernethy Ave. (Gladstone) Clackamas County	7-10-85
L T Contractors, Inc. Contract No. 9383	Sunny Valley Intch.-Jumpoff Joe Cr. Josephine County	7-10-85
Tice Electric Co. Contract No. 9828	NE 47th Ave. @ NE Oregon St. Multnomah County	7-11-85
H & H Electric, Inc. Contract No. 9895	Mt. Hood Hwy. @ Industrial Way (Sandy) Clackamas County	7-12-85
F. Kelly Somers Const. Inc. & F.L.Somers Co.,Inc., J.V. Contract No. 9601	Thornton Creek Lincoln County	7-12-85
Peter Kiewit Sons Co. Contract No. 9037	Martin Cr.-Anlauf Intch. Douglas & Lane Counties	7-15-85
Elte, Inc. Contract No. 9728	Chapman Slide Columbia County	7-16-85
Ken Leahy Construction, Inc. Contract No. 9876	Helvetia Road Intch. Washington County	7-16-85

Contractor and Contract No.	Section and County	Acceptance Date
J. C. Compton Co. Contract No. 9485	Vail Cr.-Nylund Rd. Linn County	7-25-85
Green & White Rock Products, Inc. Contract No. 9367	NW Kings Blvd.-Highland Dr. (Corvallis Benton County	7-25-85
Wildish-Corvallis Const. Co. Contract No. 9419	NW 9th St.-SPRR (Corvallis) Benton County	7-25-85
Mocon Corp. Contract No. 9403	W. Burnside St. @ SW Tichner Dr. Multnomah County	7-25-85
Abhe & Svoboda, Inc. Contract No. 9825	Salmon Creek Bridge Lane County	7-25-85
Stach Construction Co., Inc. Contract No. 9838	Umpqua River (Reedsport) Br. & Cape Creek Br. Douglas & Lane Counties	7-25-85
Eugene Sand & Gravel, Inc. Contract No. 9776	"Q" St.-S. "A" St. (Springfield) Lane County	7-25-85
Comco dba Salem Road & Driveway Contract No. 9802	Mt. Angel-Abiqua Creek Marion County	7-25-85
Roseburg Paving Co. Contract No. 9794	NE Garden Valley Blvd.-NE Diamond Lake Blvd. Douglas County	7-25-85
S. J. Groves & Sons Co. Contract No. 9668	L.R.T. O'Xing. of UPRR (Holladay St.) Multnomah County	7-30-85
Bend Aggregate & Paving Co. Contract No. 9956	Bend Rock Production Deschutes County	7-30-85
Wildish-Corvallis Const. Co. Contract No. 9605	Rice Hill-Metz Hill Intch. Douglas County	7-30-85
Fabricators, Inc. Contract No. 9640	Manbrin Dr. N.-Stark St. N. Marion County	7-31-85

Contractor and Contract No.	Section and County	Acceptance Date
C. C. Meisel Co., Inc. Contract No. 9659	East McMinnville Intch. Yamhill County	7-31-85
F. Hodgson & Sons Contract No. 9742	NW Hoge Ave.-NW Harbor Blvd. (Ptld.) Multnomah County	8-01-85
Linnco Electric Co. Contract No. 9842	Hillsboro-Silverton Hwy. @ Boones Ferry Rd. Marion County	8-01-85

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$ 62,073,774.32	$ 62,073,774.32
Anticipated Costs	$ 69,167,764.28	$ 69,167,764.28
% Overrun (Underrun)	+11.43%	+11.43%

August 8, 1985 W. E. Schwartz

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9037

13 N

ROAD DESIGN SECTION 378-6558

April 5, 1984

James J. Gix
Region 3 Engineer, ROSEBURG

ORIGINAL SIGNED BY
W. WM. [illegible]ig
Right of Way Descriptions Supervisor

Comstock-Anlauf Section
Pacific Highway
Douglas County

We are forwarding herewith a reproducible map (7B-6-3) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section or Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

WHW:rlr
Attachment

9037 F

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-5-3(113)163

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Douglas
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-20-84

4. PROGRAM NO.

5. ITEM NO. 80248

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/27/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Martin Creek - Anlauf Interchange Section

11. GENERAL DESCRIPTION OF WORK
Furnish and plant willow cuttings along the channel change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/27/84 as requested in Mr. Fredrickson's letter of 3/16/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 18 is approved for a TEC of $3,000 Federal Funds $2,767.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 3/29

14. DATE 3/20/84

15. SIGNATURE OF APPROVING OFFICIAL Robert B. Hathaway

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9037

F

March 16, 1984

Anderson's Erosion Control Inc.
PO Box 205
Junction City, OR 97448

CON 5
#9037

Attention: Mark Anderson

Gentlemen:

Thank you for your letter of March 5, 1984, informing us that you are releasing Peter Kiewit & Sons' Company from your claim filed on January 26, 1984.

You state this is in reference to the Peter Kiewit Sons' Company Contract No. 9037 for work on the Martin Creek-Anlauf Interchange Section of the Pacific Highway in Lane and Douglas Counties.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, WA 98663

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 SW Market Street
Portland, OR 97201

RWG:kjm

NOTED ON CARD
3-16-84 kjm

Anderson's
EROSION CONTROL
INC.

P.O. Box 205
Junction City, Oregon 97448
Phone (503) 998-2062

March 5, 1984

Department of Transportation
Transportation Building
Salem, Oregon

Att: Robert W. Gormson

Re: Martin Creek-Anlauf Interchange
File No. Con. 5 #9037

Gentlemen:

Please be advised that as of this date we hereby release Peter Kiewit & Sons' Co. from our claim filed February 14, 1984 on the above mentioned project.

Thank you.

Very truly yours,

Mark Anderson

Mark Anderson

cc: Peter Kiewit & Sons' Co.
The Aetna Causualty & Surety Co.

CERTIFIED
P 733 741 446
MAIL

RECEIVED
MAR 12 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

.9037

F

PETER KIEWIT SONS' CO.

CONTRACTORS

ESTABLISHED 1884

Telephone
(402) 342-2052

One Thousand Kiewit Plaza
Omaha, Nebraska 68131

TWX
9106220292

February 27, 1984

Anderson's Erosion Control, Inc.
P.O. Box 205
Junction City, Oregon 97488

Re: Martin Creek to Anlauf Interchange
Contract No. 9037

Gentlemen:

I have reviewed the claim you made to the Oregon State Highway Division by your letter dated January 26, 1984. Your retainage has not been released because of claims remaining by the Oregon Laborers-Employers Trust Funds for amounts alleged due by you.

The last correspondence in our files concerning this claim was their copy to us of a letter to ODOT dated May 11, 1983 indicating that they still claimed $416.72. We must be released from that claim. Additionally, we have never received the release that we requested on the claim of the Operating Engineers Trust Fund.

Both of these claims are sufficient notice for these claimants to bring an action against us and our surety. Therefore, we have continued to invoke our rights under Sections 3(c) and 12 of your Subcontract to withhold sufficient funds to protect ourselves from potential legal action by the claimants.

Please immediately do the following:

(1) Furnish us with the releases as previously requested so that we can close out your Subcontract.

(2) Immediately release your claim against us to the Oregon State Highway Division. Your payment is being held rightfully pursuant to the terms and conditions of your Subcontract and only until you clean up your contractual obligations. Accordingly, your claim to the State against us is wrongful.

Please feel free to call me if you have any questions about this or if we can discuss how to resolve this.

Very truly yours,

PETER KIEWIT SONS' CO.

Bruce Clawson
Counsel

BAC:nw

ccs: Mr. Robert Gormsen, Oregon State Highway Division
Mauren Harper, Vancouver
Fred Sousek, Omaha

RECEIVED
MAR - 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response
nec. Fran

9037 CL-84-34

F

FILED
[illegible] 1984
NORMA PAULUS
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 14, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9037

Anderson's Erosion Control, Inc.
P. O. Box 205
Junction City, OR 97448

Attention: Russell A. Anderson
Secretary of Corporation

Gentlemen:

This will acknowledge your letter dated January 26, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Anderson's Erosion Control, Inc.
AMOUNT:	$1,515.93, plus attorney fees, collection cost and interest
FOR:	Retainage
AGAINST (Prime contractor):	Peter Kiewit Sons' Co.
CONTRACT NO.:	9037
PROJECT:	Martin Creek-Anlauf Interchange Section, Pacific Highway, Lane and Douglas Counties
SURETY:	The Aetna Casualty & Surety Co.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
FEB 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Peter Kiewit Sons' Co.
215 S. "V" Street
Vancouver, WA 98663

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
200 S.W. Market St.
Portland, OR 97201

NOTED ON CARD
2-17-84 dc

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

Anderson's

EROSION CONTROL

INC.

P.O. Box 205
Junction City, Oregon 97448
Phone (503) 998-2062

January 26, 1984

Oregon State Highway Division
Commission Services
121 Transportation Building
Salem, OR 97201

Attn: Mr. Robert Gormsen

Dear Mr. Gormsen,

We wish to file a claim on the below reference project.

Martin Creek to Anlauf Interchange Section
of the Pacific Highway
Lane and Douglas Counties, Oregon
OSHD contract #9037
FAP # I-IR-5-3(113)163

The general contractor is Peter Kiewit Sons' Co. The amount of our claim is for $1,515.93 plus all Atorneys fees, collection cost and interest if any.

We were a Subcontractor on this project, the monies owed us represents balance of retainage witheld from us on this project.

ANDERSON'S EROSION CONTROL, INC.

Russell A. Anderson
Russell A. Anderson
Secretary of Corporation

RECEIVED
JAN 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

member of international erosion control association, Inc.

9037

1-5

ROAD DESIGN SECTION 378-6558

February 14, 1984

J. J. Gix
Region 3 Engineer, ROSEBURG

ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
Right of Way Descriptions Supervisor

Martin Creek-Anlauf
Pacific Highway
Lane and Douglas Counties

RECEIVED
FEB 18 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

We are forwarding herewith four (4) reproducible maps (1A-13-2, 9B-14-22, 9B-14-23 and 9B-2-28) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

WHW:rlr
Attachment

9037

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-IR-5-3(113)163
Martin Creek - Anlauf Interchange
Claim Settlement

Date: January 25, 1984

Reply to Attn. of: HFO.3-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The information submitted with Mr. Keasey's January 18, 1984 letter relative to the settlement of all claims on the subject project that relate to the contractor's "Rattlesnake Quarry Claim" in the amount of $270,690 and the "42 Slide Claim" in the amount of $216,302 have been reviewed. Based on the results of this review as well as previous discussions and review of the contractor's claim with Mr. Bryant Jackmond and Mr. Keith Martin, Federal participation in the settlement of both claims for the total amount of $125,000 is approved.

for Dale E. Wilken

cc:
OSHD (C T Keasey)
OSHD (G Potter)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 25 '84
REFER TO Schwartz
FOR

Info	Invest	R/D	D/R	Sign	Act	File
☒						☒

ROAD DESIGN - HIGHWAY DES 16

November 7, 1983

D. W. Green
Project Manager
Merle Anderson
Merle Anderson
Landscape Architect

Revegetation of Stream Bank
Martin Creek-Anlauf Intchge.
FAI Pacific Hwy.
Lane & Douglas Counties

Versteeg
Anderson
Adams
Macnab
Steudenmayer
Turpin
Trout
Weberlie

RECEIVED
NOV 09 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return to
Bring Up
Action

The most effective method of revegetating the stream bank area, we reviewed on October 25, 1983, is with willow cuttings.

The willow cuttings should be 3' - 4' in length and ½" - 1" in diameter. The base end of the cutting shall be embedded in the soil to a minimum depth of 12". A steel bar may be used to make a hole in the soil for planting. After the cutting has been placed in the hole, the soil shall be tamped around the cutting to assure complete soil contact with the bark. Cuttings should be planted 3' - 5' on center but may vary with site conditions.

Willow cuttings may be planted as of now until the end of February - the most effective time being in January and February. The cuttings shall be taken from shrub-type willows within the general vicinity of the project and from a source approximately the same elevation as the project. Willow cuttings shall be kept moist during the planting operations and shall be planted with 48 hours of cutting (preferably planted the same day as cut).

It would be of value to the maintenance crew doing the planting to contact Mr. Bill Hall, Department of Fish and Wildlife in Roseburg (440-3353). Mr. Hall is experienced and knowledgeable in cutting and planting willows. Since this planting project is being done at the request of the Department of Fish and Wildlife, he may be willing to provide some field consultation and/or additional advice in cutting and planting techniques.

MA:mg

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

DATE: October 21, 1983

TO: MEMO TO FILES

ORIGINAL SIGNED BY J.X. WILSON

FROM: J. X. WILSON
Region Construction Engineer

SUBJECT: Martin Cr.-Anlauf
Pass Creek Stream Mitigation

I reviewed subject mitigation in the field with fish biologist Dave Anderson, from the Roseburg office, on October 20, 1983. Dave does not think anything further need be constructed or repaired other than the planting of alder or willows on the most northerly channel change.

Doug Greene is to contact Merle Anderson for advice on proper planting procedures and prepare a S.F.O. to accomplish the work.

jxw/cw

cc Don Trout
Doug Greene

1 Votsteeg
2 Anderson
3 Adams
7 Mensch
Steudemmayer
Torpin
5 Trout
Wakefield

RECEIVED
OCT 24 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

B/U ~~3/22/82~~
~~4/10/82~~

ROAD DESIGN SECTION

DES 16 ~~5/10/82~~

J. H. Versteeg
Road Design Engineer

March 2, 1982

Donald R. Adams
Final Design Engineer

Pass Creek Stream Mitigation
Martin Creek-Anlauf Interchange Section
Pacific Highway
Lane and Douglas Counties

Versteeg
Anderson
Adams
Olson
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
MAR 4 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

In his letter to Gary Potter, Roger Powers makes the point that the mitigation measures included in our plans for the subject project did not work. The fish weirs, designed to slow the velocity of the stream, actually washed out and the spawning gravels are no longer deep enough; all due to a flood resulting from a storm somewhat less than a 25-year interval.

The mitigation work needs to be redone to restore the fish passage as originally designed. The new mitigation should include a better weir system as described in Dick Lenz's letter to Bill Cole of February 26, attached.

I recommend that Dick Lenz and Region III follow through on this to determine what the streambed looks like today and what corrective actions should be taken; what kind of weir to install and how to accomplish the work, i.e., extension of the existing contract, state force order, or other means.

There probably will be a restriction on operating and working in the stream, limiting the work to avoid the anadromous fish run and to provide the spawning gravels necessary for those runs. The restoration work probably will not fit with the current estimation of the completion of the project, which is April, 1982. I think Region III needs to implement the necessary corrective action very shortly.

DRA:ja

Attachment

8/4/82
Gix advises Region 3 working wit
Fish Comm. to correct problem on
Buck Creek & Pass Creek. Pass Cr
Solution will involve log weirs or buff
install in '83 after Fish Comm
observe results of 82-83 winter. I
'84 gravels will be placed where
appropriate. Work by State Force.

9031

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO

378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E.
Asst. State Highway Engineer

DATE: May 16, 1983

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Construction Operations Engineer

SUBJECT: Claim Settlement
Martin Creek-Anlauf Section
Contract No. 9037

NOTED
W. E. SCHWARTZ

Peter Kiewit Sons' Company, contractor on the above project, submitted two formal claims for additional compensation. We have been discussing, reviewing and negotiating these claims over the past several months.

One claim, known as the "42 Slide Claim", was for the amount of $216,302.00 for added costs resulting from interruption and delays resulting from an earth slide on the project. Although we may have some exposure, we have resisted this claim and continue to do so.

The other claim, known as the "Rattlesnake Quarry Claim", was for the amount of $270,690.00 for added costs resulting from an earth slide in the State's prospective quarry. We have always felt that there was some entitlement in this claim, but not for the amount claimed. The contract plans included a "development plan" to be used if the contractor elected to use the State quarry. The "development plan" indicated four work areas in the quarry. Two of these indicated work areas were indicated to be "plant setup and/or stockpile site". The contractor commenced work in the quarry to prepare for installing his crusher in one of the areas indicated as "plant setup and/or stockpile site". Subsequently, an earth slide occurred rendering this site unsuitable for a crusher site and the contractor had to revise his plans for use of the quarry areas. A revision to the "development plan" was necessary. The contractor's claim is for the "unrecoverable costs" expended in the original preparation work and the "added costs" of using the revised crusher site.

Project Manager D. W. Greene has analyzed the contractor's claim and can verify added costs of slightly over $125,000.00.

Approved if settlement is for any and all Claims

81-125-1367

Assistant Attorney General Tim Wood has negotiated a settlement of "all claims" on this $44 million project for a lump sum of $125,000.00. Authorized funds are remaining to cover this settlement. FHWA concurrence is anticipated.

Your approval of this claim settlement is recommended.

OBJ:mk

cc: Vern Skoog - Upon approval of Mr. Schwartz, please make a warrant in the amount of $125,000.00 payable to Peter Kiewit Sons' Co. and their attorney, John Spencer Stewart. Please advise me when this warrant is prepared and I will hand deliver it to Ass't. Attorney General Tim Wood and he will obtain an executed release from the Peter Kiewit Sons' attorney.

— Const —

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Martin Creek - Anlauf Interchange

WEEK ENDING: March 25, 1983

SECTION PREFIX: 610-1093

HIGHWAY: Pacific

COUNTY: Lane/Douglas

NAME OF JOB: Martin Creek - Anlauf Interchange

KIND OF WORK: Grade, Pave, Structures, Signs and Illumination

CONTRACTOR: Peter Kiewit Sons' Company

CONTRACT NUMBER: 9037

FEDERAL AID PROJECT NUMBER: I-IR-5-3(113)163

DATE OF CONTRACT: November 9, 1979

DATE WORK STARTED: January 1, 1980

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 1360

CALENDAR DAYS USED: 884

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 65

PROJECT AUTHORIZATION: $ 45,697,285

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 42,477,700

ENGINEERING AUTHORIZATION: $ 3,249,584

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,510,304

ENGINEERING COST TO DATE: $ 2,538,000

This week 3,000

DATE PROJECT WAS COMPLETED: June 19, 1982

ESTIMATED PERCENT: XXXXXX UNDERRUN 2.3 %

PERCENT OF AUTHORIZATION: 78 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	PCCP	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	XXXXXXXXXXX XXXXXXX	PAVING
MILES IN PROJECT	7.4	7.4		7.4	7.4
MILES PARTIALLY COMPLETED	7.4	7.4		7.4	7.4
MILES COMPLETED	7.4	7.4		7.4	7.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,448,000CY	279,000 T	555,000 T	43,150 CY	296,000 T
TOTAL QUANTITIES CORRECTED TO DATE	1,593,000	299,244	570,000	44,172	293,400
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,593,000	299,244	570,000	44,172	293,400
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	163B	7469B	16272	16299	7584A	7470B	7470A	~~7171A~~ 7171B
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Contract Work Complete - June 19, 1982
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAR 28 1983
CONSTRUCTION SECTION
CE ✓ CAE FOE QCS SCS EEO OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3/20/83 SUNDAY	All Contract Work Complete - June 19, 1982.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
3/26/83 SATURDAY	

REMARKS

Second Notification Given.

Required: Payroll documents from Clearwater Fence and V.S.L.; Letter on Final documentation; Certs on cattle guard bearing pads, Face panel tie strips; PR 47's.

Semi-final submitted to Region on 3/25/83

This will be the last report.

SIGNED D. W. Greene, Project Manager LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3/20/83 SUNDAY	All Contract Work Complete - June 19, 1982.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
3/26/83 SATURDAY	

REMARKS

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Semi-final submitted to Region on 3/25/83

This will be the last report.

SIGNED D. W. Greene, Project Manager
LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

I-5

9637

ROAD DESIGN SECTION 378-6558 DES 16

A. E. Shirley, Jr.
Region 3 Engineer, ROSEBURG

November 23, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

Martin Creek-Anlauf Interchange Section
~~Pacific Highway~~
Douglas and Lane Counties

Versteeg
Anderson
Adams
Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
NOV 28 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

We are forwarding herewith copies of reproducible maps 9B-14-22, 9B-14-23, 7B-8-3 and 1A-13-2 covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachments

9027

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10 29 82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
I-IR-5-3(113)165

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80248

2A. COUNTY NAME
Douglas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
10/29/82

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
Primary 1

10. GENERAL LOCATION:
Martin Creek - Anlauf Interchange Section

11. GENERAL DESCRIPTION OF WORK
Increase in utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 10/27/82 I approve the revised costs for the relocation of Douglas Electric Cooperatives Aerial Line to a TEC of $10,122.72 Federal Funds $9,335.17.

(Increase TEC $4,871.02 Federal Funds $4,492.06)

RECEIVED
STATE HWY ENGR
NOV 2 '82
tc
REFER TO Moehring
FOR
Info Invest R/D D/R Sign Act File

orig
11/2

14. DATE
10/29/82

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hessner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

90-37

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-5-3(113)163

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas & Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80248

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/16/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Martin Creek - Anlauf Interchange Section

11. GENERAL DESCRIPTION OF WORK
Fabricate and install Type A sign. Move existing service sign and mount below Type A sign.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approve the advance authorization date of 9/16/82 as requested in Mr. Keasey's letter of 10/21/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 17 is approved for a TEC of $3,000 Federal Funds $2,767.

RECEIVED
STATE HWY ENGR
NOV 3 '82
REFER TO Moehring
FOR
Info | Inv | R/D | D/R | Sign | Act | File

Orig to
11/3

14. DATE 10/29/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7037

ROW 18-4

October 27, 1982

RECEIVED
TECHNICAL SERVICES
OCT 28 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Cost Overrun
Aerial Power Line Relocation
Douglas Electric Cooperative
Martin Creek-Anlauf Interchange Section
Pacific Highway
Douglas Highway
Project No. I-IR-5-3(113)165

Reference is made to my letter of September 10, 1979 which submitted an estimate of cost for the relocation of Douglas Electric Cooperative's aerial power line facilities and to your Letter of Approval and/or Authorization, dated October 2, 1979 which approved participation in the estimated cost of $5,251.70. Copies of my letter and your PR-1240 are attached.

The relocation of the power line facilities has been completed and a final billing of cost, in the amount of $10,122.72, received. The final cost of $10,122.72 exceeds the estimated cost of $5,251.70 by $4,871.02 or 92.75%. The Cooperative, in a letter dated February 5, 1982, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Cooperative has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $10,122.72 is requested.

JMC/DES/llr
Attachments
cc: E. S. Hunter
J. M. Cartwright
J. E. Christopherson
Rich Evans, Hwy. Acct.

9037 [illegible]-21-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
I-IR-5-3(113)163

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Douglas & Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80248

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
7/22/82

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
Primary 1

10. GENERAL LOCATION:
Martin Creek - Anlauf Interchange Section

11. GENERAL DESCRIPTION OF WORK
Construct baffles across the outlet aprons on 2 box culverts

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 7/22/82 as requested in Mr. Keasey's letter of 9/21/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 14 is approved for a TEC of $2,750 Federal Funds $2,536.

RECEIVED
STATE HWY ENGR
SEP 29 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig 9/2[illegible]

14. DATE
9/27/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9037 9-[illegible]-82

U. S. DEPARTMENT OF TRANSPORTA N
FEDERAL HIGHWAY ADMINISTRA ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-5-3(113)163
2. STATE PROJECT NO. See below
2A. COUNTY NAME Douglas & Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80248

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/22/82
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Martin Creek - Anlauf Interchange Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install center line pavement markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 7/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 15 is approved for a TEC of $2,942 Federal Funds $2,713.

RECEIVED
STATE HWY ENGR
SEP 29 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
9/2

14. DATE 9/27/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9037

Files

Department of Energy
Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208

In reply refer to: EVLS
Alvey-Reston No. 1 (operated as
Alvey-Fairview No. 1) Line
Tract Nos. AR-61 and AR-61E

AUG 12 1982

Your reference:
Martin Creek-Anlauf Interchange
Section, Pacific Highway,
Lane County, File No. ROW 18-4

MISC. CONTRACTS and
AGREEMENTS No. 7209

Mr. Jack M. Cartwright, Utility Engineer
State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Cartwright:

Enclosed for your records is the fully executed and recorded original of agreement covering the above referenced crossing over the right-of-way for the Bonneville Power Administration's Alvey-Reston No. 1 (operated as Alvey-Fairview No. 1) transmission line, Lane County, Oregon.

Sincerely,

Renee M. Ferrera

Renee M. Ferrera
Chief
Land Management Unit

Enclosure

8-19-82
noted in
agree. book
fran

RECEIVED
AUG 13 1982
RR & UTILITY UNIT

XC: W/orig Agree to Gen Files
W/ copy of Agree to John Christopherson
Gary Inloes
J. C. McCormick

9037 8-9-82

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-5-3(113)163

2. STATE PROJECT NO. See below

2A. COUNTY NAME Doublas & Lane

3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80248

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-9-82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Martin Creek - Anlauf Interchnage Section

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Revised Utility Costs

13. REMARKS

As requested by Mr. Swan's letter of 8-3-82, I approve the revised utility costs for the adjustment of the Douglas Electric Cooperative's power pole relocation to a TEC of $2,042.64 - Federal funds $1,884.33.
(Increase TEC $584.68 - Federal funds $539.33.)

RECEIVED
STATE HWY ENGR
AUG 19 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Aug to
8-19-82

14. DATE 8-9-82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9037 7-27-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-5-3(113)163

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Douglas
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80248

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/3/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Martin Creek - Anlauf Interchange

11. GENERAL DESCRIPTION OF WORK
Furnish and install signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6/3/82 as requested in Mr. Keasey's letter of 7/9/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 13 is approved for a TEC of $400 Federal Funds $369.

RECEIVED
STATE HWY ENGR
JUL 30 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
8-2-82

14. DATE 7/27/82

15. SIGNATURE OF APPROVING OFFICIAL Walach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9037

7-23-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-3(97)162

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas & Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. I-781

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/23/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Divide - Anlauf Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 7/9/82 you are authorized to proceed with all phases of right of way acquisition for files 52884, 52885 and 52886 at a TEC of $4,000 Federal Funds $3,690.80.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUL 26 '82
REFER TO
Moehring
FOR
Info

Orig to
7-26-82

14. DATE 7/23/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9037

I-5

ROAD DESIGN SECTION 378-6558

ROW 3:1

June 22, 1982

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

Files 52884, 52885 & 52886
[redacted]
Douglas County

Attached are descriptions (3 files), an authorization, correspondence and right of way prints covering right of way required for the subject project now under contract.

By: R

R. R. Rounds
R/W Descriptions Coordinator

RRR:rlr
Attachments

9037

I-5

DES 16

ROAD DESIGN SECTION

March 5, 1982

C. T. Keasey
Assistant State Highway Engineer

J. H. Versteeg
Road Design Engineer

ORIGINAL SIGNED BY
J. H. VERSTEEG

Pass Creek Stream Mitigation
~~Martin Creek-Anlauf Interchange Section~~
~~Pacific Highway~~
Lane and Douglas Counties

Versteeg
Anderson
Adams
Olsen
Sullivan
Terpin
Trout
Wakarlig

RECEIVED
MAR 5 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

There appear to be some problems with the fish weirs and spawning beds we designed for the channel changes on Pass Creek. It is our recommendation that these weirs be reconstructed and the spawning beds be restored as appropriate.

Attached are copies of letters and a report by Don Adams, Dick Lenz and Roger Powers with their suggestions. If we can be of further assistance, please advise.

JHV:rw

Attachment

cc: A. E. Shirley, Jr. W/Attach.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: J. H. Versteeg
Road Design Engineer

DATE: March 2, 1982

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Pass Creek Stream Mitigation
Martin Creek-Anlauf Interchange Section
Pacific Highway
Lane and Douglas Counties

1 Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 4 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring __/__/__
Action

In his letter to Gary Potter, Roger Powers makes the point that the mitigation measures included in our plans for the subject project did not work. The fish weirs, designed to slow the velocity of the stream, actually washed out and the spawning gravels are no longer deep enough; all due to a flood resulting from a storm somewhat less than a 25-year interval.

The mitigation work needs to be redone to restore the fish passage as originally designed. The new mitigation should include a better weir system as described in Dick Lenz's letter to Bill Cole of February 26, attached.

I recommend that Dick Lenz and Region III follow through on this to determine what the streambed looks like today and what corrective actions should be taken; what kind of weir to install and how to accomplish the work, i.e., extension of the existing contract, state force order, or other means.

There probably will be a restriction on operating and working in the stream, limiting the work to avoid the anadromous fish run and to provide the spawning gravels necessary for those runs. The restoration work probably will not fit with the current estimation of the completion of the project, which is April, 1982. I think Region III needs to implement the necessary corrective action very shortly.

DRA:ja

Attachment

Contains Recycled Materials

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
ENV 3

TO: Bill Cole
Team Designer

DATE: February 26, 1982

FROM: R L Lenz
Richard L. Lenz
Hydraulics Engineer

SUBJECT: Environmental Report
Martin Creek-Anlauf Interchange Section
Pacific Highway

As mentioned in the report on Fish Habitat Facilities, I agree that no planned design for placement of additional weirs should be made until the depth of the gravel deposits remaining has been sampled and estimated. It can then be decided where additional weirs should be located, as well as more spawning gravels placed.

I don't believe it is possible to achieve an 18-inch depth for the spawning gravel beds based on the criteria from the Fish and Wildlife Department that states when using a series of jumps (which we would have in this instance), the jumps should be no higher than one (1) foot for steelhead and coho. This then restricts the depth of gravels upstream to about one foot.

The construction design for the weirs was lacking in proper design:

1. Class 50 riprap is way too small when water is expected to wash over the downstream face. A check of the gradation would reveal that the majority of material in Class 50 riprap is really quite small and therefore susceptible to rapid erosion.

2. A scour hole will develop below the cascade over the weir so the rock weir should have been inset 1 1/2-2 feet into the channel bottom to prevent instability.

3. The weir was designed to be 1 1/2 feet in height with a 9-inch notch in the center of the face. This then left no more than a 9-inch depth of gravel upstream.

I feel, as does Roger Powers, Environmentalist, that the design for future weirs should call for the use of logs. Design criteria is available for this. The notch in the top log should alternate from side to side on succeeding weirs which will better allow a greater depth of gravel to be reached above the weir.

RLL:ja

Enc. Road Design File

2-24-82

Don

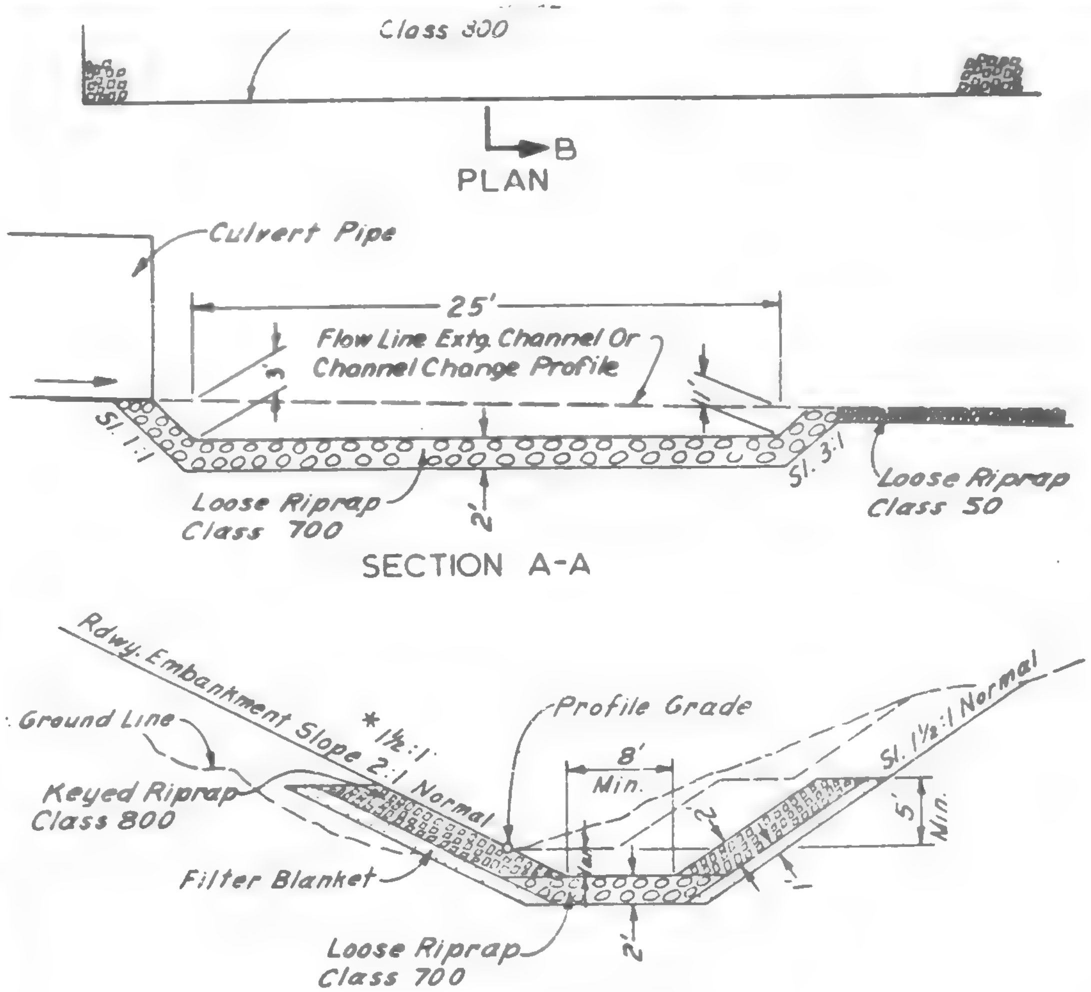
Per Pete Dykmans report it appears that all 21 of the notched rock weirs have been washed down-stream because the velocity of the stram was greater than anticipated or the class 50 rip-rap was not heavy enough material to withstand the higher intensity experienced.

These weirs were to be a permanent feature in the stream to alleviate the impacts to stream habitat and anadromous fish passage and will have to be replaced to satisfy our agreement with the Dept. of Fish and Wildlife.

As suggested the Hydraulics section will have to study this problem and recommend a improved design for the weirs that have been lost.

PS. I will discuss with Lenz.

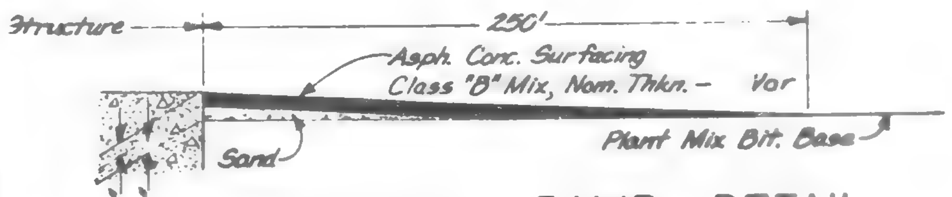
Bill Cole


Class 800
B
PLAN
Culvert Pipe
25'
Flow Line Extg. Channel Or Channel Change Profile
3'
1'
Sl. 1:1
Sl. 3:1
2'
Loose Riprap Class 700
Loose Riprap Class 50
SECTION A-A
Rdwy. Embankment Slope 2:1 Normal
*1½:1
Ground Line
Keyed Riprap Class 800
Filter Blanket
Profile Grade
8' Min.
2'
Sl. 1½:1 Normal
5' Min.
1'
Loose Riprap Class 700

SECTION B-B

STA.*"WB" 15+00 To STA.*"WB" 15+25(Lt.)
44+60 To 44+85(Lt.)
51+40 To 51+65(Rt.)

SCOUR HOLES AT CULVERT OUTLETS

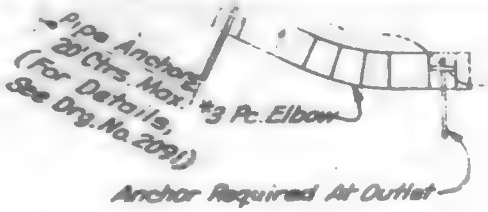

Structure
250'
Asph. Conc. Surfacing Class "B" Mix, Nom. Thkn. – Var
Sand
Plant Mix Bit. Base

TEMPORARY RAMP DETAIL AT END OF STRUCTURE

BRIDGE NO. 7584 A

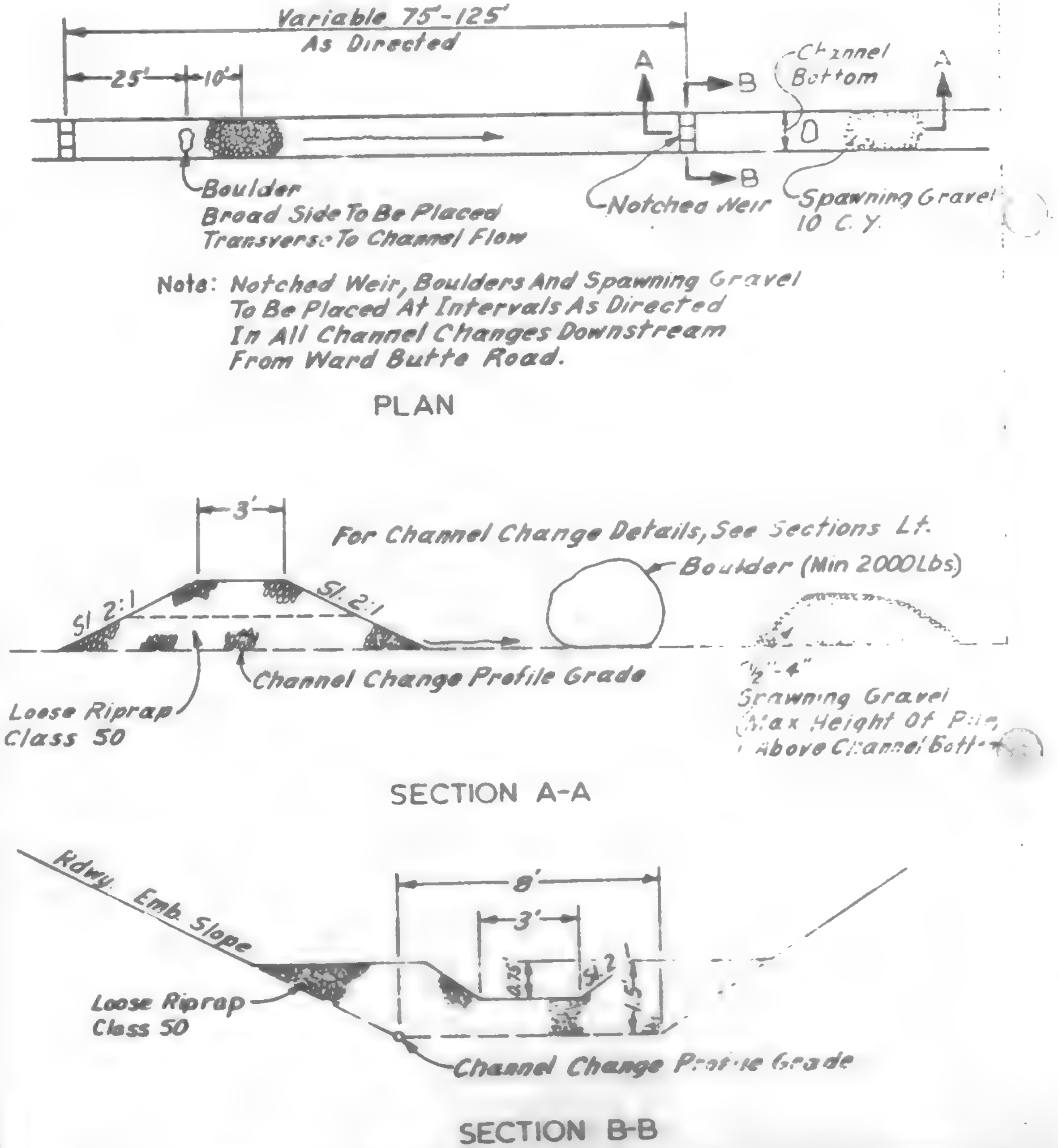
On Planal

*3 Pc. Elbow As Required
To Suit Field Conditions
(See Pipe Data Sheet)


Pipe Anchors 20' Ctrs. Max. (For Details, See Drg. No. 2091)
*3 Pc. Elbow
Anchor Required At Outlet

PIPE INSTALLATION DETAILS

(For Location, See Plans)


Variable 75'-125' As Directed
25'
10'
A
B
Channel Bottom
Boulder Broad Side To Be Placed Transverse To Channel Flow
Notched Weir
Spawning Gravel 10 C.Y.
PLAN
3'
For Channel Change Details, See Sections Lt.
Boulder (Min 2000 Lbs)
Sl. 2:1
Sl. 2:1
Channel Change Profile Grade
Loose Riprap Class 50
Spawning Gravel (Max Height Of Pile Above Channel Bott.)
SECTION A-A
Rdwy. Emb. Slope
8'
3'
0.75'
Sl. 2
1.5'
Loose Riprap Class 50
Channel Change Profile Grade
SECTION B-B

Note: Notched Weir, Boulders And Spawning Gravel To Be Placed At Intervals As Directed In All Channel Changes Downstream From Ward Butte Road.

NOTCHED WEIRS BOULDERS AND SPAWNING GRAVEL IN CHANNEL CHANGES

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Gary A. Potter, Manager
Environmental Section

DATE: January 27, 1982

FROM: Roger Powers, Biologist R.P.
Environmental Section

SUBJECT: Martin Creek-Anlauf Interchange Section
Pacific Highway
Lane and Douglas Counties

In order to gain the approval of the Oregon Department of Fish and Wildlife for the Martin Creek-Anlauf Interchange Project, the Oregon Department of Transportation agreed to study and report on resultant changes which occurred in the environmental conditions of Pass Creek, and on the effectiveness of our efforts to alleviate the impacts to stream habitat and anadromous fish passage.

On January 20, 1982, Bob Bard, Water Quality Specialist, and I visited the project. The objectives of the visit were to determine the status of the channel changes, fish facilities, and fish passage facilities; to locate post-construction study sections, and if practical, to initiate post-construction sampling.

This memorandum provides a record of some of the important facts which were observed while on this trip. The following persons have supplied additional information subsequent to the trip.

- Merlyn Anderson, Landscape Architect, Preliminary Design Unit, OSHD.
- Richard Lenz, Hydraulic Engineer, Location Unit, OSHD.
- Doug Green, Resident Engineer, OSHD.
- Dave Anderson, Fish Biologist, Southwest Region, Oregon Department of Fish and Wildlife.

Construction Status

The Martin Creek-Anlauf Interchange Project is not complete; it appears to be in a condition similar to Stage III, or Stage IV in which there is no functional interchange at Anlauf. All such traffic is routed through Curtin via existing roads.

All channel changes appear to have been completed, and ground cover has been established. The Resident Engineer reports that some of the channel changes are in their second winter; this appears to explain the variations in the density of the ground cover from site to site.

REFERRED TO
____ Beard ____ Stoudenmeyer ____
2 Cole FEB. 1 Mann AEM
____ Eriksen ____ Watson ____
____ Hager ____ Dorn ____ Leu ____
[✓ Return] Discuss Do File Due ____
BY FINAL DESIGN ENGINEER

Comments about 'weirs' etc.

Fish Habitat Facilities

All the fish boulders are in place in both study sections of Wards Butte Creek and Pass Creek. The spawning gravel has been installed in conjunction with the fish boulders, and has become more or less evenly distributed throughout the channel change sections. None of the 21 notched rock weirs could be positively identified and located. These weirs were to be constructed of class 50 loose rip-rap (as shown on Sheet 2E of the project plans). The Resident Engineer reports that the weirs were washed out during the period of heavy rainfall which occurred during early December 1981. The large rock debris from these weirs was found mixed in with the spawning gravel within the study sections of the stream.

Martin Cr.-Comstock Portion

It is encouraging that none of the fish boulders appear to have moved downstream during the flood; they appear to have been important agents in preventing the downstream loss of both the class 50 rip-rap, and the 2" to 4" sized spawning gravels.

A decision needs to be made whether to rebuild the weirs as they are originally designed, or redesign and build the weirs to withstand much greater runoff.[1] The present gravel and rubble distribution needs to be investigated as well. The weirs were to have protected the gravel so that a sufficient depth of gravel for spawning and rearing (approximately 18" deep) would exist locally.

Because of the loss of these weirs, the gravel may have become distributed so uniformly that sufficient depth for spawning and rearing does not exist in the channelized sections of the streams.

It is my opinion that the past efforts to rehabilitate the channelized sections of the stream will be ineffective unless the weirs are redesigned to withstand higher discharge rates than was previously the case; gabbion or log weirs might be appropriate.[2] Furthermore, it will probably be necessary to add additional spawning gravel to each of the 21 "weir-fish rock-gravel" units in order to attain the required depth of gravel. The existing depth of the gravel and cobble mix should be sampled and estimated before this action is taken.

---

[1] Although the "Hydraulics and Hydrology" unit of the Location Section has not had the opportunity to study the matter, a quick estimate, based on available data, indicates that the intensity of rain which created the runoff that washed out the weirs, was somewhat less than the value expected to occur within a 25 year interval.

[2] There are numerous sources for the design of weirs in small streams. I would be glad to supply these on request.

Protection From Erosion and Sedimentation

Although the banks of the channelized sections are generally well protected by ground cover, the soil is prone to slumping and to sliding to a degree that even a well established ground cover is unable to control in some localities. It is likely that some of the most advanced slumps will enter the creek within of a few years or less. Netting is apparently planned for the worst of these areas; it should be installed as soon as it is possible.

Methods of preventing erosion have been used liberally throughout the project,[3] however one particularly critical site has been neglected. This site is located at Station 69+00, Right. At this particular site the drainage from the backslope is led across and down an area of bare mineral soil (15 feet high, and having a slope of approximately 100%), and then directly into Pass Creek. A gully three feet wide and three feet deep has developed on the slope; further downcutting is expected. The slope needs to be treated as quickly as possible to protect the effectiveness of the fish passage baffles located in the culvert immediately downstream of this source.

Reestablishment of Riparian Vegetation as an Element of Stream Rehabilitation

When we agreed to study the effects of construction and of our efforts to reduce impacts to the stream, we also agreed to special riparian plantings which were to accelerate the establishment of a functional riparian zone of vegetation. Alders and Elderberry were to be the main species; saplings approximately 8 feet tall were to be used.

Although many of the trees which were planted in the riparian zone were reported to have been washed out during the previously mentioned high water, none of the trees which remained and were observed could have exceeded three and one half feet in height. Furthermore, the density of planting (20 feet OC) appeared too sparse to have any real benefit on the stream, or to exert any real influence on the future development of the riparian zone of vegetation.

I believe this situation developed because the special purposes of the plantings were not made clear to those who prepared the land scape plan (i.e. to provide food, cover, and shade to the stream and to create a dominant stand before undesirable woody species could invade the riparian zone). I think the landscaping plan should be revised at this time to increase the density of plantings, alter the species composition, and accomplish our original goals.

---

[3] In several instances confusion has existed between the "Temporary Sediment Dams" depicted on Sheets (2G), and (2G-2) of the project plans, and the "Notched Weirs" which are depicted on Sheet (2E) of the plans. The latter are to be permanent features of the channelized sections while the former are not.

Martin G-Comstock
Portion

Fish Passage Facilities

Five culverts were to have baffles installed to improve their flow characteristics for anadromous fish passage. The water level was too high to observe whether or not the baffles were in place. Only two of the five locations could be checked because of time limitations.

The "Notched Weirs" which washed out had an important fish passage function, to turn high speed runs into a series of alternate pools and low falls. Now, only the large Fish Boulders, and the channel roughness provided by the debris of the weir material, remain to slow the speed of these runs. Fish passage through these runs is not likely without the weirs in place.

RP:ct

cc: Pieter Dykman

9037

ARCHAEOLOGICAL RECONNAISSANCE OF THE MARTIN CREEK-ANLAUF INTERCHANGE SECTION, PACIFIC HIGHWAY LANE AND DOUGLAS COUNTIES, OREGON

by contract between

Oregon Department of Transportation
Highway Division
and
University of Oregon
Oregon State Museum of Anthropology

by
Richard M. Pettigrew
Oregon State Museum of Anthropology
Eugene, Oregon

3-2-82

ARCHAEOLOGICAL RECONNAISSANCE OF THE MARTIN CREEK-ANLAUF INTERCHANGE SECTION, PACIFIC HIGHWAY

LANE AND DOUGLAS COUNTIES, OREGON

INTRODUCTION

An archaeological survey of a proposed highway construction project, the Martin Creek-Anlauf Section of the Pacific Highway (I-5 freeway) in Lane and Douglas Counties, Oregon, was conducted under a contract between the Highway Division of the Oregon Department of Transportation and the Oregon State Museum of Anthropology (OSMA), University of Oregon. The purpose of the survey was to determine if there were archaeological resources that would be affected by the planned construction.

Dr. Richard M. Pettigrew, Research Associate and Survey Archaeologist for Highways, OSMA, conducted the background research and field work and drafted this report. Dr. Don E. Dumond, Director of OSMA, is Principal Investigator for the contract with the Highway Division.

Dr. Pettigrew surveyed the project area on August 25, 29 and 30, 1977, and found some possibly prehistoric cultural debris on the surface, as well as other kinds of indications that prehistoric archaeological sites might be preserved there. During the periods of October 8-10 and 15-17, 1977, Dr. Pettigrew and a total of five student field assistants (two each day) excavated 65 auger holes (diameter 25 cm) and one 1X1m square test pit in the project area after a permit was issued to OSMA in accordance with ORS 273.705.

The areas surveyed were those indicated in the plans for the proposed project, including a detail map (scale 1" = 100'); and in a photomosaic (scale 1" = 200'); both supplied by the Highway Division.

To determine what archaeological resources might be expected in the project area, the Oregon Archaeological Survey files of OSMA were searched for information of site locations and previous surveys in the vicinity. Library references were examined for historic and ethnographic accounts of aboriginal use. Consultation with Doug Greene, Resident Engineer for the project, was useful in understanding the construction activities that were planned and in making contact with local landowners. We thank him for his help.

THE PROJECT AREA

The proposed project is to reconstruct the Pacific Highway (I-5 freeway), including frontage roads, access roads, and channel changes, between Martin Creek (Highway Station 999 + 13) on the northeast and the Anlauf Interchange (sta. 310) on the southwest, a distance of about 7.6 miles (see maps 1 and 2); the total length of roadways to be improved or constructed is 14.7 miles, and the total length of channel changes is 1.1 miles (Federal Highway Administration 1974).

The project area is located in sections 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 29, 30 and 31, T21S, R4W; and sections 25 and 36, T21S, R5W; Will. Mer., at an elevation from 360 to 750 feet above mean sea level. The route crosses the lowest divide between the drainage basins of the Willamette and Umpqua Rivers, following a narrow valley that widens as one proceeds away from the divide in either direction. From the divide nearly to the southwestern terminus of the project area the route parallels the channel of Pass Creek, whose waters flow into Elk Creek and then into the Umpqua River. The highway is flanked on both sides by a range of hills that connects the Coast Range to the west with the Cascade Mountains to the east. The slopes are steep above the highway, rising to 1522 feet on the northwest side and 2092 feet on the southeast side.

Most of the exposed rock formations in the project area are volcanic tuffs and agglomerates of the Fisher Formation, of Eocene age (58 to 36 million years ago). Weathering has caused much of the formation to flow as landslides that have covered much of the exposures. Potential and active landslide zones are numerous in the project area (Baldwin 1964:54; FHWA 1974:10).

The climate of the project area is similar to that of the Willamette Valley, with mild, wet winters (January mean minimum temperature 0° to 2.5°C) and warm, dry summers (July mean maximum temperature 24.5° 27°C). Average annual precipitation is about 120 cm (Franklin and Dryness 1973:39-41).

This kind of climate has fostered the growth of lush vegetation throughout the project area. The hilly slopes are covered with second-growth Douglas fir and Oregon white oak, and the valley floor has a riparian community composed of red alder, big leaf maple, willow and oak. Outside of its narrowest portion at the divide, the valley floor also has open areas dominated by grasses; much of this area probably was cleared and was formerly forested. Understory plants include willow, thimbleberry, poison oak, blue elderberry, and blackberry (FHWA 1974:10).

Of the large mammals that must have been hunted by the aboriginal human population of the project vicinity in prehistoric times, deer are the only kind remaining. Formerly, elk and bear probably were present, though there is no evidence that any of these large mammals (including deer) were more frequent in the project area than in adjacent localities. Waterfowl, another potentially large aboriginal food source, are not particularly abundant in the project area. The most important single kind of food resource in the project area probably was anadromous fish, which run in Pass Creek and its tributaries as far upstream as War Butte Road, very near the Lane-Douglas County line. Both coho salmon and steelhead trout spawn in these waters (FHWA 1974:11).

There has been considerable alteration of the natural setting since Euro-American settlement began in the 1860's. Practically all of the old-growth forest that once covered the area has been logged off for lumber or cleared for agriculture. The valley floor, since it is narrow, has been considerably affected by construction of the highway and railroad and access roads, as well as by agricultural and residential activities. A now-abandoned lumber mill at Anlauf has also disturbed a very large area. Nevertheless, there are many relatively undisturbed areas remaining.

Visibility of soils in the project area is generally poor, resulting from the dense vegetation as well as from historic disturbance and filling. Soil visibility in the wider valley bottoms is better than in the narrow divide, because burrowing rodents are more active in the cleared openings than in the forested area.

ETHNOGRAPHIC BACKGROUND

The project area lies within the tribal territory of the Yoncalla, the southernmost of the three main linguistic divisions of the Calapuya. The Calapuyan languages belong to a larger group of languages, the Penutian Phylum, to which belong such languages as Chinook (Lower Columbia), Coos (Oregon Coast), Takelman (Interior Southwestern Oregon), Klamath (Klamath Basin), and the Nez Perce (Columbia Plateau).

Because there were no ethnographies written about the Calapuya while there were still Calapuyan informants available who could still recall the aboriginal life, our knowledge of these people is incomplete and sketchy. Collins (1951) has collated information obtained in the late 19th and early 20th centuries by ethnologists such as Gatschet (1899), Jacobs (1945), and others. A more recent collection of ethnohistorical data is presented by Mackey (1974), and a good summary of Tualatin (the northernmost Calapuyan group) is given by Zenk (1976).

Most Calapuyans lived in the Willamette Valley where they were without salmon for the most part, spending a great deal of their time instead collecting camas and other vegetable foods and hunting. The Yoncalla were the only Calapuyan group living outside the Willamette Valley and the only group known to have good salmon streams in their territory. We can only presume that their way of life was different from their Willamette Valley cousins, with salmon fishing taking more of their time and producing more of their food requirements.

The aboriginal way of life suffered a fatal blow in the early 1830's when a malaria empidemic introduced by Euro-Americans eliminated most of the human population (Cook 1955). When waves of immigrants from the east swept into western Oregon in the 1840's and 1850's, they found only a few scattered remnants of what had once been a dense population. Accounts of early settlers portray the natives as impoverished savages requiring pity and charity.

The project route probably has been the main overland transportation route between the Willamette and Umpqua drainages since distant prehistoric times. It was the route followed by the first Euro-American explorers, who followed aboriginal trails in traveling between Fort Vancouver on the north and Fort Umpqua and California on the south. One of the first recorded journeys by this route was the trek in 1834 from California to Fort Vancouver by Hall J. Kelly, Ewing Young and Michel La Framboise (Slacum 1839). One of the best recorded early journeys was by Jason Lee, Elijah White and Gustavus Hines in 1841 (Hines 1850), on their way between the Willamette Valley and Fort Umpqua. These travelers noted the presence of Native people in the project vicinity, but recorded no habitation sites there. It seems very likely, however, that camping places used by aboriginal travelers on this route exist in or very close to the project area.

ARCHAEOLOGICAL BACKGROUND

The project area is located in an archaeologically very unexplored region. Not counting the sites found during the survey of this project, there are recorded in the Oregon Archaeological Survey files of OSMA only 20 sites within a ten mile radius, as well as only 11 small archaeological surveys in that same area. As a result of this lack of archaeological exploration in the vicinity, we have no firm data on the settlement pattern or the site density. We would expect to find small campsites in and around the project area, but the narrowness of the valley and the small size of the streams suggest that larger sites are unlikely except perhaps in the vicinity of the Anlauf Interchange.

SURVEY PROCEDURE AND RESULTS

The survey (Phase I) was conducted by examining on foot all of the area to be affected by construction, paying close attention to any indicators of the potential for archaeological sites. All observed aboriginal cultural debris was recorded. Both the terrain and the vegetation hindered the survey somewhat, since some of the slopes were steep and vegetation generally was very dense except in cleared flat areas. Soil exposures were not common in forested locales, but were much more frequent in open areas, where molehills were common. The lack of soil exposures could easily have caused archaeological sites to be overlooked during the survey.

During the survey, nine areas were found to have some evidence of cultural deposits, and it was recommended to the Highway Division that subsurface testing be undertaken to determine their archaeological importance, areal extent and depth. The nine areas were as follows:

1. Martin Creek Area: sta. 999 + 13 to 1005. No artifactual evidence was found, but its proximity to Martin Creek suggested a site might be there (sites in the Willamette

Valley are normally adjacent to creeks). Inspection of the soil was hindered by an extensive sod cover.

2. Locality RP4: sta. 1020 to 1030. Found here were very dark soil, possibly fire-cracked rock and one piece of stone flaking debitage, located between the northbound and southbound lanes of the highway. Sod covered all but a very small portion of soil.

3. Locality RP3: "A" line sta. 1040 to 1045. Around a grove of oak trees and near the centerline were found one piece of stone flaking debitage and one blue glass bead. Previous construction had caused great disturbance of the soil, which was sod-covered.

4. Locality RP2: "A" line sta. 1018 to 1026. Found near the centerline were dark soil and two pieces of stone flaking debitage. Only small exposures of soil were visible through the sod cover.

5. Locality RP1: "A" line sta. 1029 to 1034. One piece of stone flaking debitage was found near the centerline, in an area where the soil is covered by sod and a grove of trees.

6. A depression in the ground on top of a low knoll adjacent to Pass Creek: "FBR" line sta. 35-37. The depression is about three meters in diameter and 20 cm deep, located near the centerline. No certain aboriginal cultural debris was found, but the setting was appropriate for a housepit.

7. Sta. 165-168. Between the existing highway and the railroad tracks the soil was very dark and contained bits of charcoal and orangish fragments of fired clay, and resembled midden soil such as that found often in the Willamette Valley. The ground was a terrace overlooking Pass Creek, a setting suitable for a site.

8. "FBR" line sta. 10-18. Here, on the centerline, was a flat terrace high enough above Pass Creek to avoid all but the highest floods, and bordered along the creek bank by very large and old oak trees. These trees suggested that the creek channel had been stable for at least several centuries. The soil was covered by sod, and no cultural debris was found in any of the few exposures, but the setting appeared very suitable for a site.

9. "T" line sta. 20-24. This portion of the "T" line cuts into a terrace overlooking the confluence of Pass Creek and Ward Creek, on the grounds of the Lawrence house, a 19th century dwelling surrounded by a grove of oak trees. No aboriginal debris was found, but the setting was very suitable for a site. Most of the area was covered by sod.

TEST EXCAVATION PROCEDURE AND RESULTS

The original plan for the test excavations (Phase II) was to excavate a series of auger holes (bit diameter 25 cm) at 20 m intervals in each suspected site area, as well as a one-meter square test pit in site areas where the auger holes produced some evidence of cultural deposits. The actual amount of excavation in each area varied with the situation as it was perceived in the field.

The Martin Creek area (sta. 999 + 13 to 1005) was tested with seven auger holes (see Map 3), divided among both sides of the existing highway. These excavation units ranged in depth from 60 to 110 cm, where a dense clay deposit stopped the progress of the auger. No evidence of cultural deposits was found, so no test pit was dug.

Locality RP4 was tested with eight auger holes (see Map 4), ranging in depth from 30 to 135 cm. The depth was limited by a dense clay deposit and the water table. No test pit was placed there, since no evidence of cultural deposits was found.

Locality RP3 (Plate 1) was tested with six auger holes (see Map 5) that were stopped at depths ranging from 25 to 85 cm. The soils in the locality had been seriously disturbed by previous highway construction, and the nature of the soils varied from unit to unit. The Auger holes were stopped by compact clay in several cases and by gravel in another. Some cultural debris was found, in the form of two blue glass beads and one possible flake, but this was not considered sufficient evidence to justify a test pit.

The area of sta. 165-168 was tested with five auger holes, ranging in depth from 55 to 235 cm (see Map 6). Four of these were stopped above 70 cm by compact clay, and the deepest unit struck rounded alluvial gravel. No evidence of cultural deposits was found, and no test pit was dug.

The area of "FBR" sta. 10-18 was tested with ten auger holes, ranging in depth from 65 to 90 cm (see Map 7). These holes were dug no deeper because of the compactness of the clay subsoil and the lack of cultural evidence. No test pit was excavated.

Locality RP1 was tested with six auger holes, ranging in depth from 42 to 70 cm (Map 8). These units were stopped by compact clay and the water table, and produced very limited cultural evidence in the form of one possible flaked crystal and one flake. However, intensive surface examination at the time of the test excavations indicated that there was a noticeable surface scatter of flakes and chunks of cryptocrystalline silica (CCS), but only at low density (about one flake per 70 m^2). The area where the flakes were most common was just upslope from auger holes 5 and 6, and was about 70 m long (east-west) by about 40 m wide (north-south). At the bottom of the slope was a spring or seep. This appears to be an archaeological site, and has been given an official site numer (35 LA 463), but it is not considered to be significant, since we found only a total of about 15 or 20 flakes on the surface and very little below the surface.

Locality RP2 was tested initially by a pattern of 14 auger holes (see Map 9), ranging in depth from 15 to 80 cm. Many apparent flakes and some flaked stone tools were found in these auger holes, which were stopped by rocks and compact clay. All lithic items were made of CCS except two of basalt and one piece of window glass. The density of lithic debris appeared to be greatest in the center of the site area, where an intermittent stream passed through. Test Pit 1 (see Plate 2) was placed in the area of greatest density near the center of the site, in order to obtain a larger sample and gather information on the vertical structure of the site.

Test Pit 1 was excavated in 20 cm levels to a depth of 60 cm. The first two levels consisted of a medium brown silty clay, with sod occupying the top ten centimeters, and the content of subangular basalt pebbles increasing with depth. A large quantity of apparently cultural lithic debris was found, including one small obsidian flake, several basalt items and the remaining majority CCS. The density of flakes declined with depth. In the third level, the soil became lighter in color, the rock content increased dramatically, with many weathered, subangular basalt cobbles and boulders, and the flake content dwindled to nothing by the bottom of the level. At the bottom of that level the floor of the test unit was paved with a nearly solid layer of stones. To find out if these rocks represented bedrock or simply a stratigraphic discontinuity, a small spade hole was placed in the bottom of the square to a depth of 80 cm below the surface. At or just below 60 cm a distinct, hard, gray clay layer began, heavily weathered, and with orange flecks, and the basalt rocks disappeared. It appears that the break between the gray clay and the basalt stones represents a stratigraphic discontinuity, with the stony layer and the soil that goes with it having been transported downslope from the direction of the intermittent stream by erosional processes.

The analysis of the debris collected in the auger holes and test pit has revealed that the majority of the specimens are not cultural, but are instead natural objects deriving from upslope. These natural items are distinguishable by their haphazard breakage patterns, compared to the patterned breakage patterns of cultural flaked stone. Table 1 shows the frequencies of apparently cultural and natural items from the excavations. Since it is to be expected that some natural breakage will display by chance the patterns that tend to be created by cultural flaking, it is probable that even some of the items listed as cultural are actually natural.

The problem of distinguishing cultural from natural objects at this site considerably reduces its archaeological significance. While it is clear that there was prehistoric human use of the site, making use of the data to compare this with other sites is very problematical. Also, it seems possible that even the cultural component of the collection is a secondary deposit, having been washed downslope along the intermittent stream. This possibility is supported by the stratigraphic indication of the slopewash deposit, as well as by the fact that the density of apparent cultural and natural debris is greatest alongside the intermittent stream.

Consequently, it is concluded that this locality is a site (designated 35 LA 462), but is not significant enough to justify mitigation.

The area at the Lawrence house ("T" sta. 20-24, see Map 10) was tested with three auger holes, whose depths ranged from 24 to 100 cm. All three units were stopped by very compact clay, no indications of cultural debris was found, and no test pit was dug.

The area of "FBR" sta. 35-37 (see Map 11) was tested with three auger holes, ranging in depth from 47 to 70 cm. Two of the units were stopped by soil compaction, and one by a rock. Abundant historic debris was found, particularly in the center of the depression that drew attention to the place, but no indicators of prehistoric cultural deposits were found. The depression appears to be the remains of an historic garbage pit from the early part of this century. The deposit does not appear to be archaeologically significant, and no test pit was excavated there.

During the time of the test excavations, local residents reported the location of an apparent archaeological site that was not found during the survey, but which apparently was located very close to the project area, just north of the "FR" line sta. 252 on private property. The reported area of the site was not directly endangered, but it was considered prudent to find out if the site extended into the project area. Accordingly, three auger holes were placed along the "FR" line between sta. 251 and 253 (see Map 12). These units were stopped at depths ranging from 40 to 120 cm by the water table. One CCS flake and one possible basalt flake were found, but this was not considered sufficient evidence to justify the excavation of a test pit there. Judging from the verbal report of the local residents and the evidence we found there, it seems probably that a significant archaeological site exists in the vicinity, but does not extend significantly into the project area. This site has been given the designation 35 LA 461.

RECOMMENDATIONS

Since no significant archaeological sites appear to be threatened by the proposed construction project, no further mitigating action is recommended. It must be kept in mind, of course, that the archaeological examination of the project area, as well as the survey of historical and ethnographic literature, demonstrate that the area was used aboriginally and that archaeological sites do exist in that vicinity. Therefore, it is quite possible for sites that escaped notice during our reconnaissance to be discovered during construction.

If such an event occurs, the staff of OSMA should be notified of the discovery before the remains are disturbed further. This action will satisfy the requirements of Section 105.13, Standard Specifications for Highway Construction, which stipulates that archaeological remains found during construction be properly recorded or preserved before they are destroyed.

Evidence of an archaeological site in this area may include flakes of chert-like stone, basalt or obsidian from the manufacture of flaked stone tools; flaked stone tools such as projectile points ("arrowheads"); stone bowls (mortars) and pestles; charcoal deposits and fire-cracked rock; bone; and shell deposits.

Under Oregon law (Chapter 647: ORS 97.745) "Persons disturbing native Indian graves through inadvertence, including by construction ... shall reinter the human remains at their own expense under the supervision of an appropriate Indian organization." Failure to comply is a Class A misdemeanor. Since Indian burials are often isolated, it is not possible to predict whether or not they will occur in the project area. If a human burial is found, first report it to OSMA so that it can be identified as Indian or non-Indian. If Indian, it should be reported to officials of the State Historic Preservation Office in Salem. If non-Indian, it should be reported to the Lane or Douglas County Sheriff.

PALEONTOLOGICAL LOCALITIES

Within ten miles of the project area there are no fossil localities recorded in the Paleontological Localities file of the University of Oregon's Condon Museum of Geology. However, it is known that exposures of marine sedimentary rocks (such as sandstones) many millions of years old are present in the vicinity, and these could produce fossils of marine animals such as shellfish. If fossilized shells, or any other fossils are found during construction, they should be sent to the Department of Geology, University of Oregon, for identification and recording. Collection data (a description of the location and deposits) should accompany the specimens. If concentrations of bone (over ten bones per cubic foot or several large bones) are found, work should be stopped at the location and OSMA should be contacted for further instructions.

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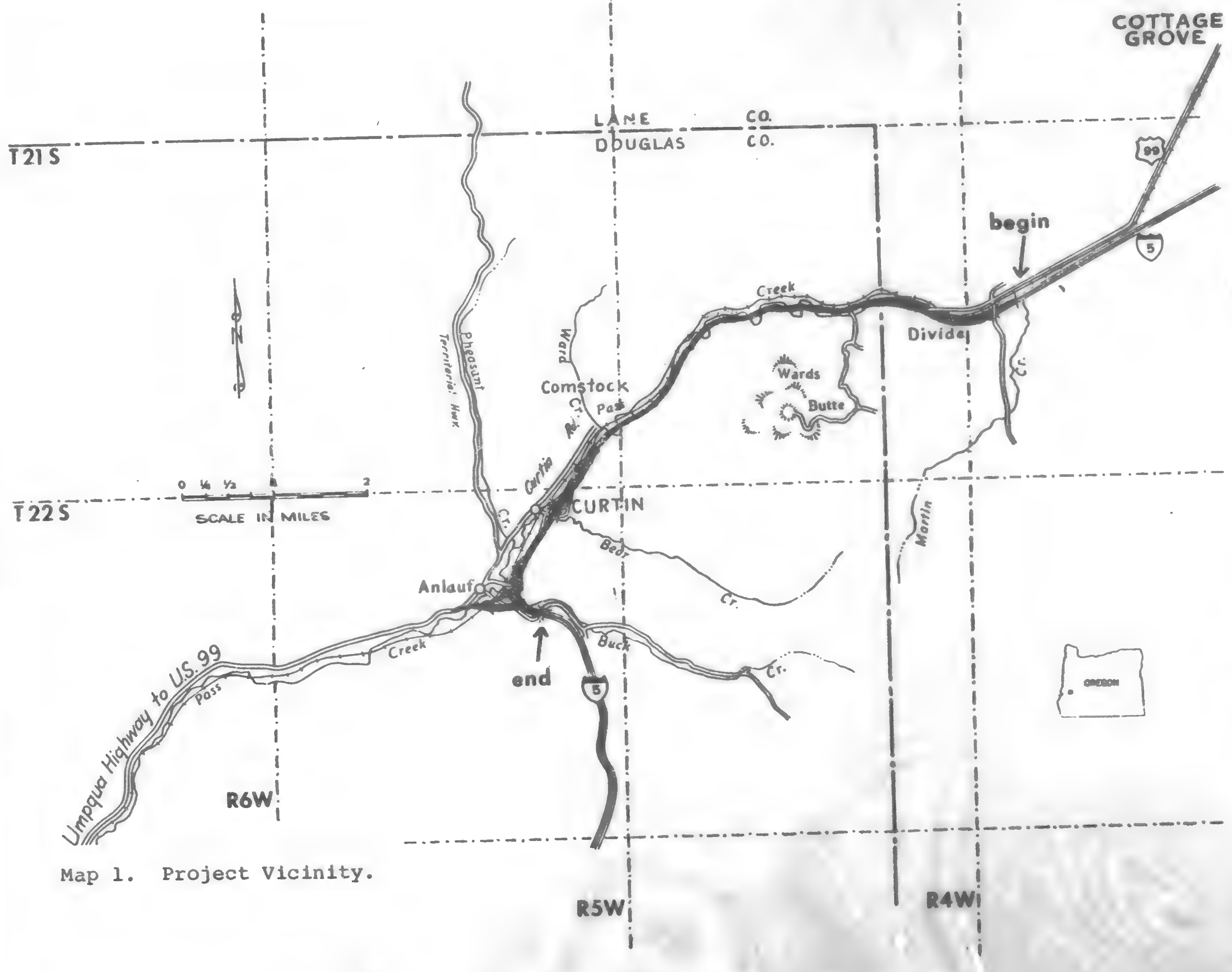
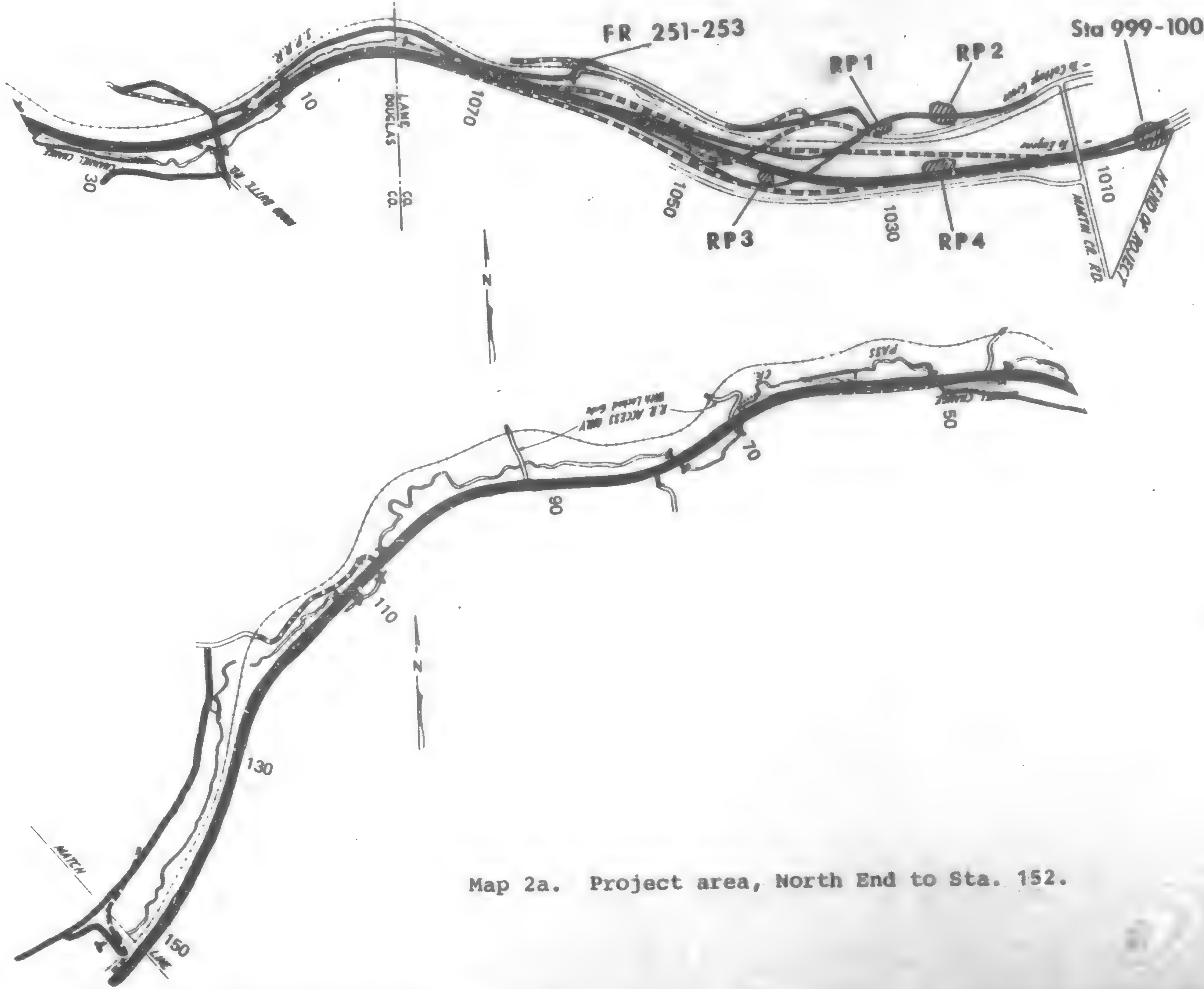
Table 1: Summary of Collection from Locality RP2 (Site 35LA462)

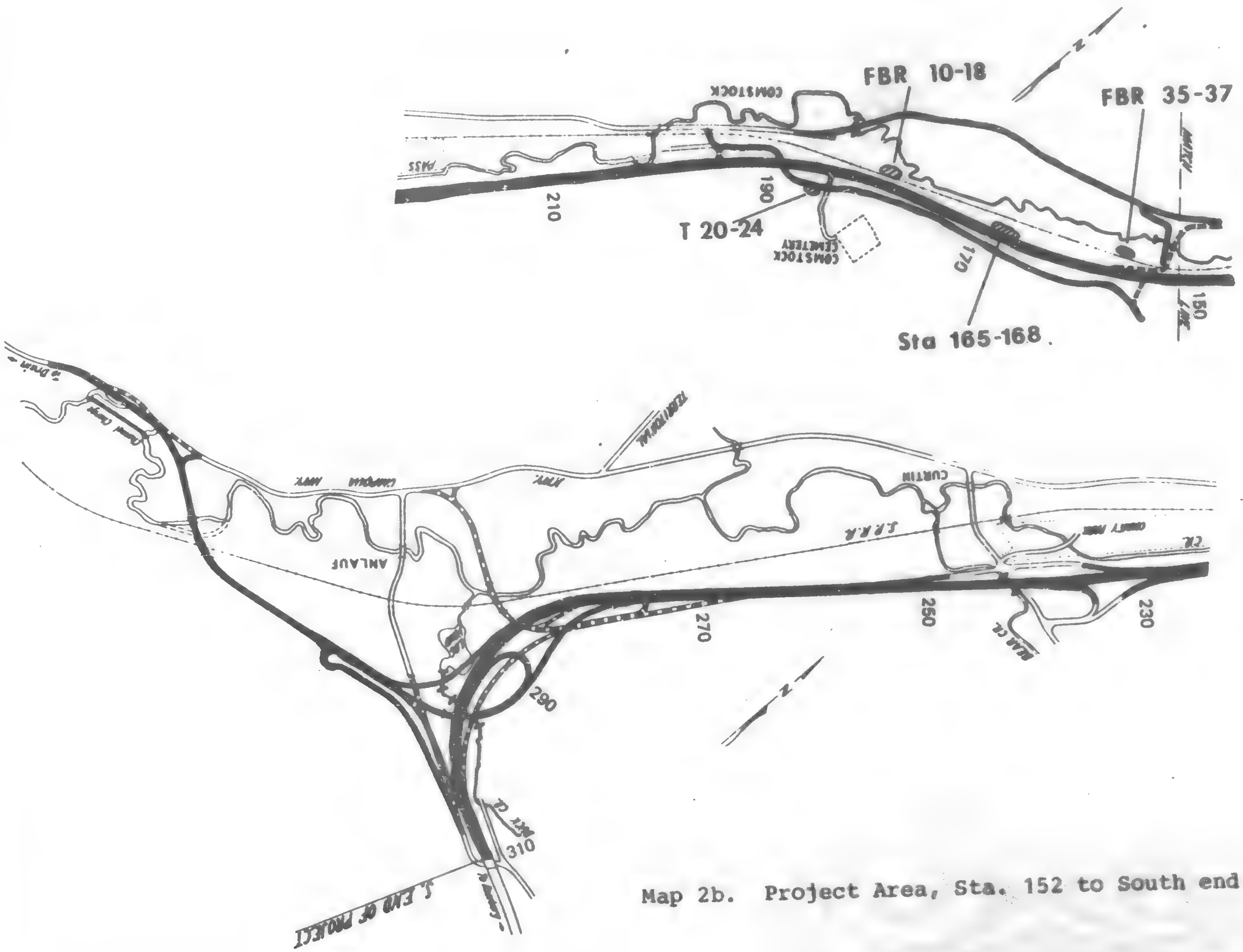
Provenience	Frequency		
	Cultural	Natural	Total
Auger Hole 1	0	1	1
" " 3	5	3	8
" " 4	1	2	3
" " 5	5	6	11
" " 6	6	42	48
" " 7	5	17	22
" " 8	1	2	3
" " 9	0	9	9
" " 10	0	8	8
" " 11	4	27	31
" " 12	0	23	23
" " 13	2	14	16
" " 14	3	7	10
Test Pit 1, 0-20 cm	46	193	239
" " 1, 20-40 cm	26	103	129
" " 1, 40-60 cm	8	50	58
" " 1, Total all levels	80	346	426
Total	112	507	619


COTTAGE GROVE
LANE CO.
DOUGLAS CO.
T21S
T22S
R6W
R5W
R4W
N
0 ¼ ½ 1 2
SCALE IN MILES
99
5
begin
end
Divide
Creek
Cr.
Martin
Wards Butte
Comstock Pass
Ward Cr.
Curtin Rd.
CURTIN
Pheasant
Territorial Hwy.
Cr.
Anlauf
Bear Cr.
Buck Cr.
Creek
Pass
Umpqua Highway to U.S. 99
OREGON

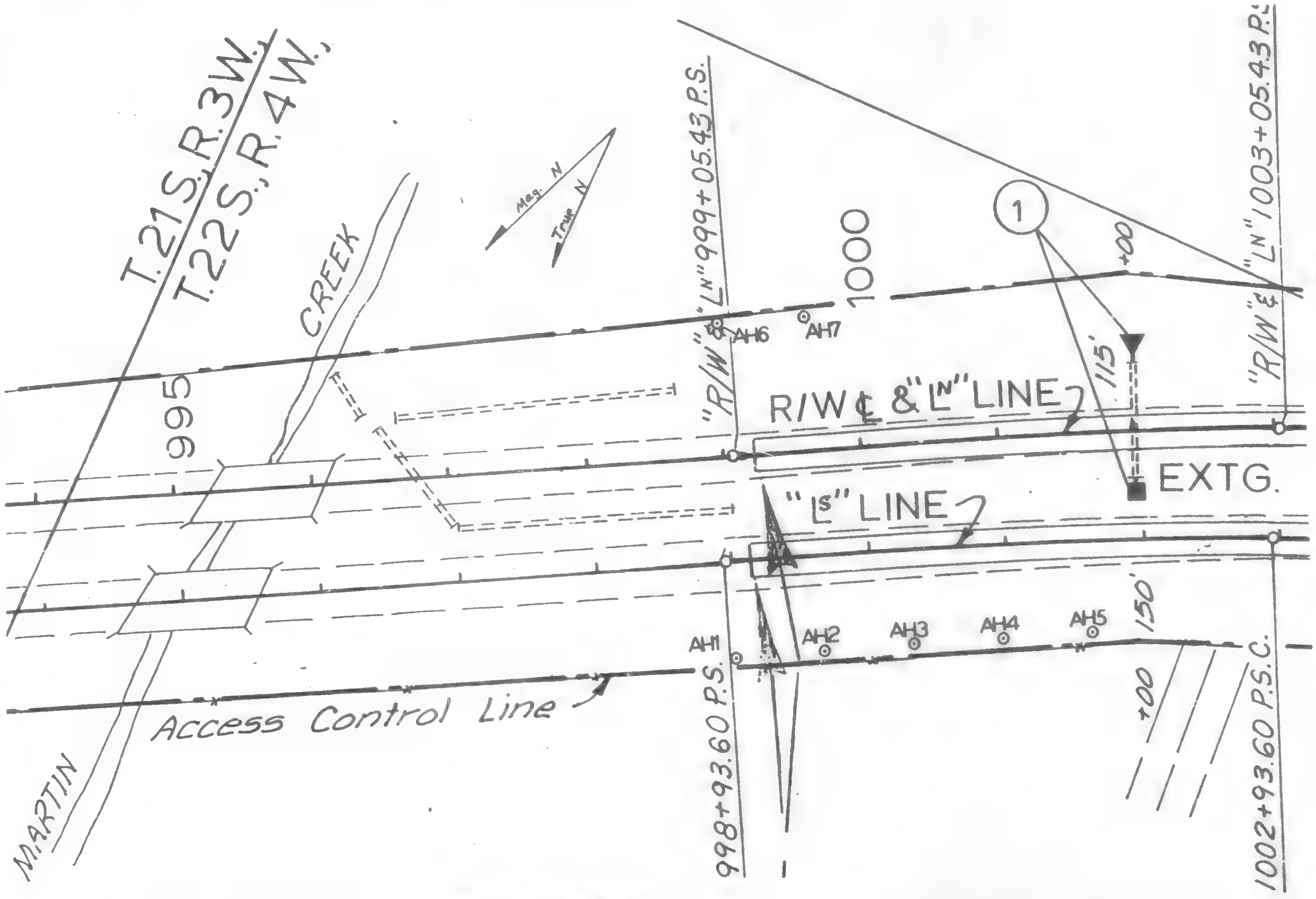
Map 1. Project Vicinity.


FR 251-253
RP1
RP2
RP3
RP4
Sta 999-1005
S.P.R.R.
10
30
LANE
DOUGLAS
CO.
CO.
1070
1050
1030
1010
MARTIN CR. RD.
N. END OF PROJECT
N
R.R. ACCESS ONLY
With Locked Gate
PASS
50
70
90
110
130
150
MATCH
LANE

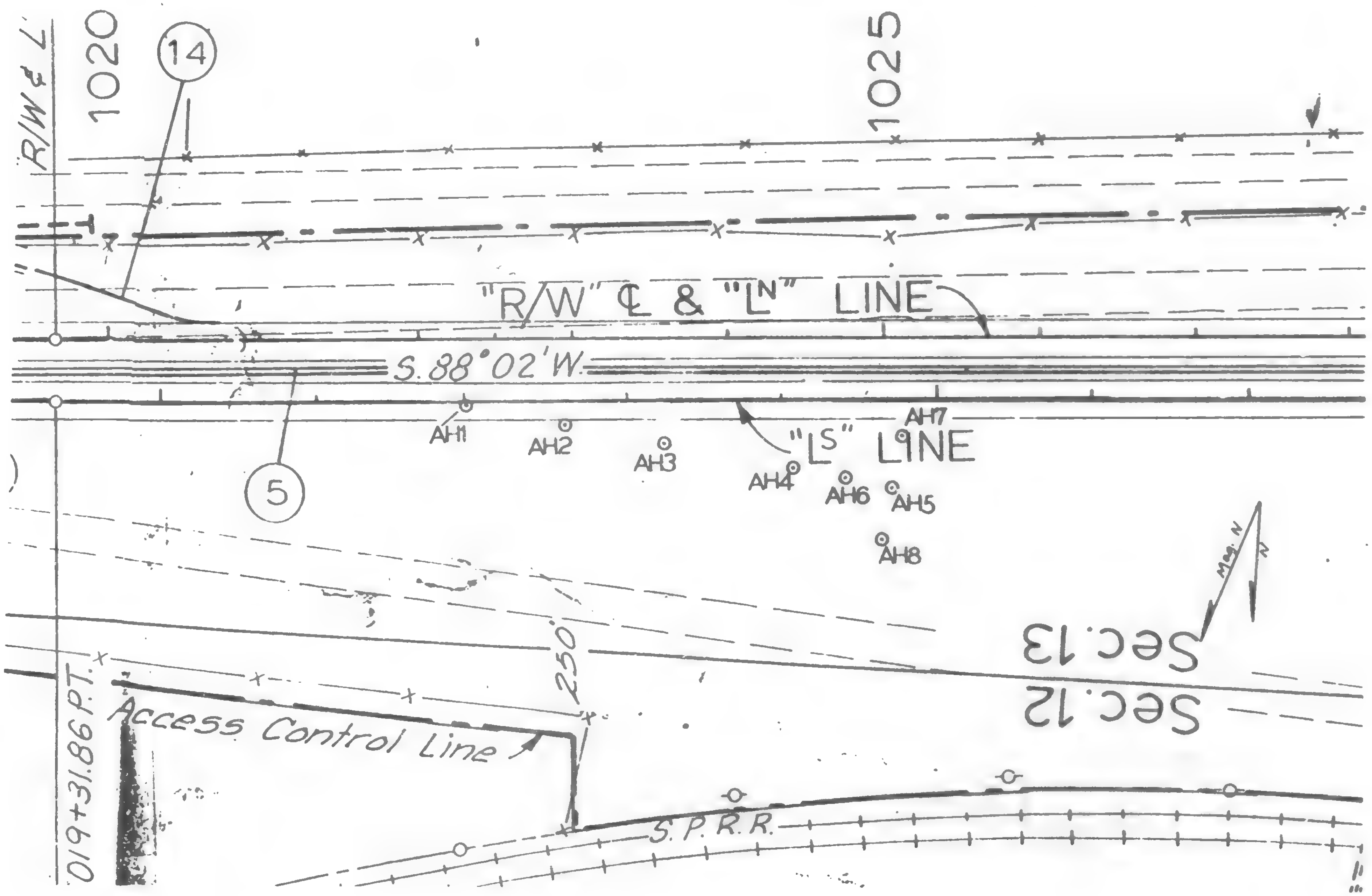
Map 2a. Project area, North End to Sta. 152.


FBR 10-18
FBR 35-37
T 20-24
Sta 165-168.
COMSTOCK
COMSTOCK CEMETERY
PASS
MATCH LINE
150
170
190
210
230
250
270
290
310
BEAR CR.
CR.
S.P.R.R.
CURTIN
ANLAUF
TERRITORIAL
HWY.
S. END OF PROJECT
N

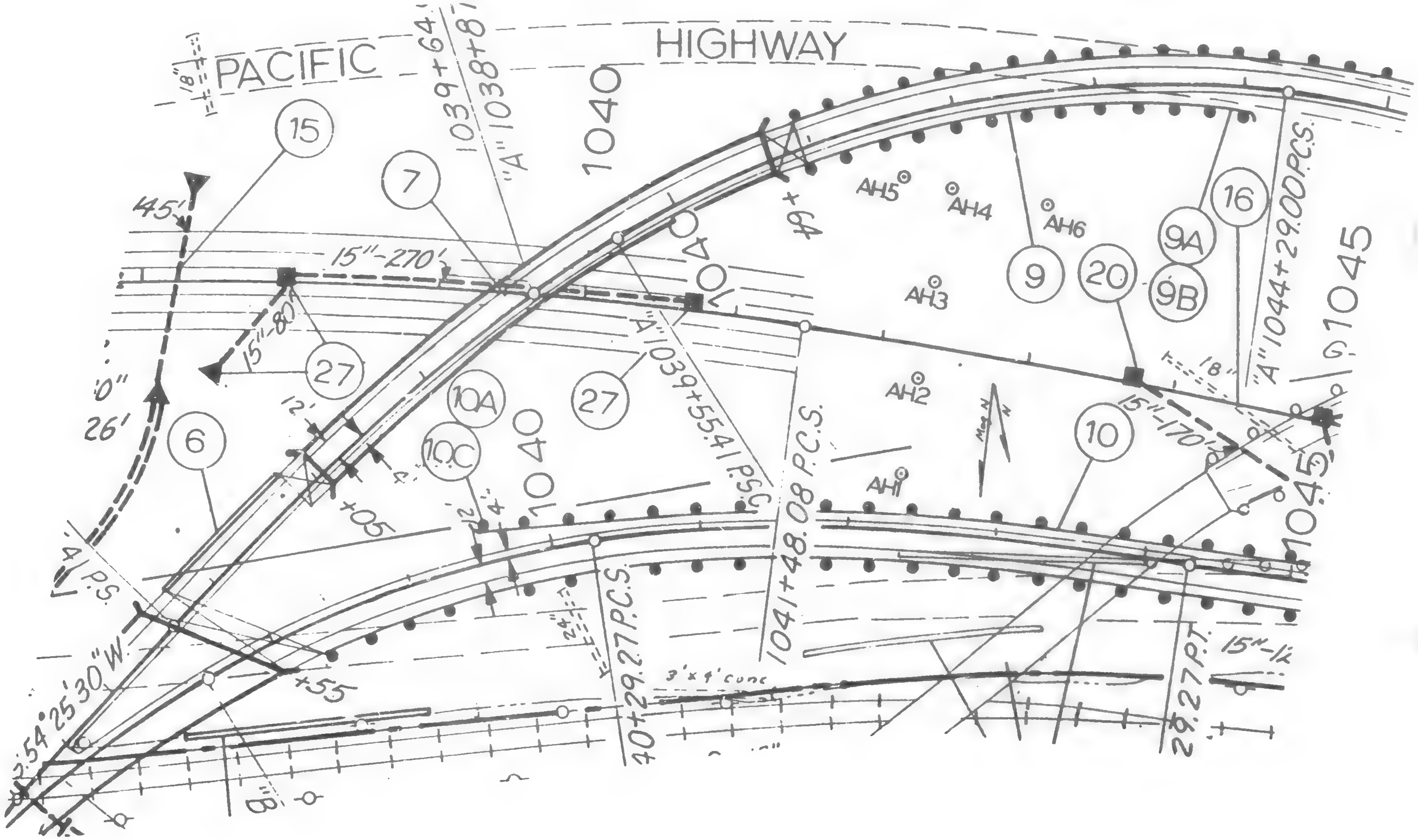
Map 2b. Project Area, Sta. 152 to South end.


T.21S.,R.3W.
T.22S.,R.4W.,
CREEK
Mag. N
True N
995
1000
"R/W" "L^N" 999+05.43 P.S.
"R/W" ℄ "L^N" 1003+05.43 P.S
1
+00
115'
AH6
AH7
R/W ℄ & "L^N" LINE
EXTG.
"L^S" LINE
AH1
AH2
AH3
AH4
AH5
150'
+00
Access Control Line
MARTIN
998+93.60 P.S.
1002+93.60 P.S.C.

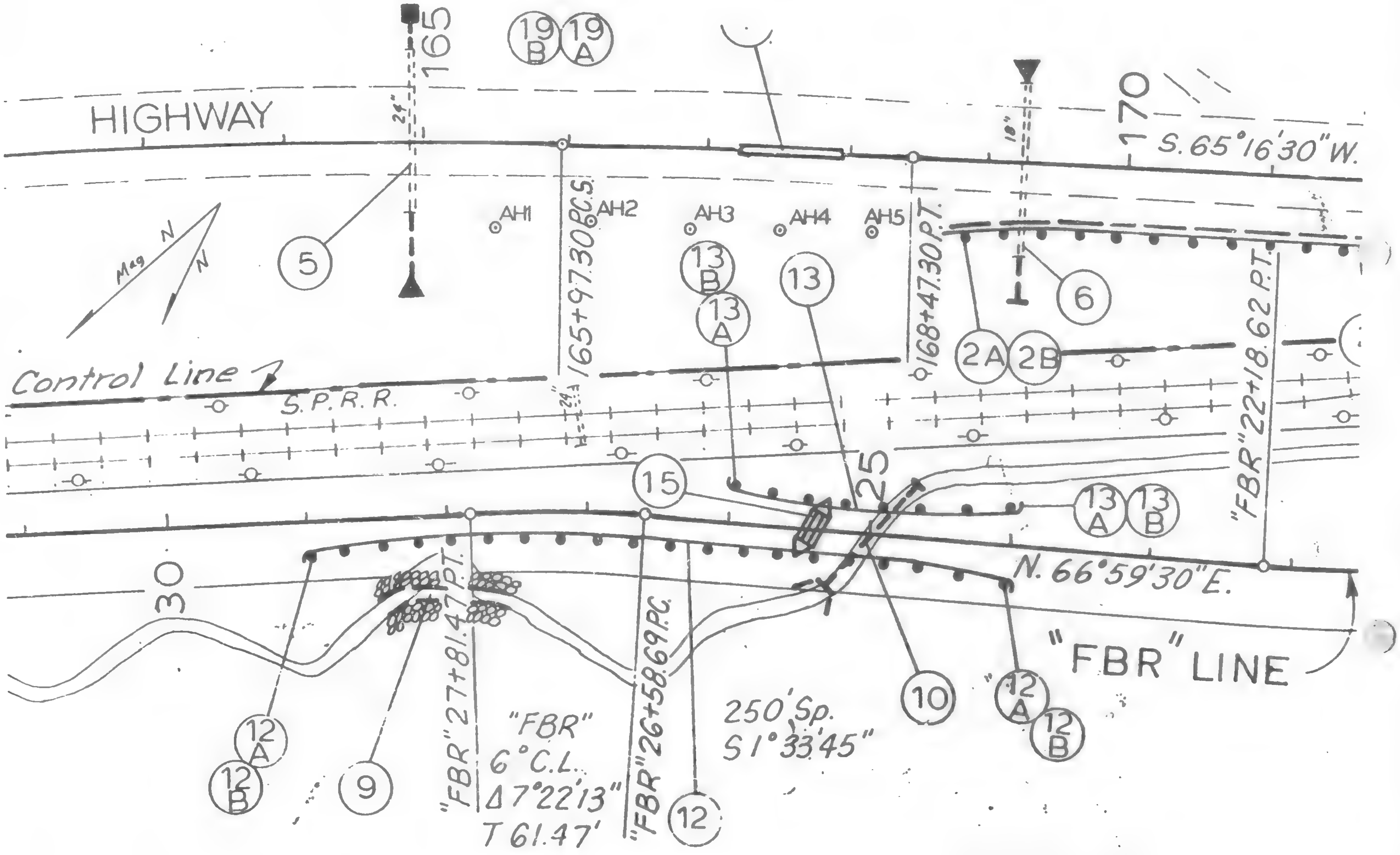
Map 3. Test Excavations in Martin Creek Area.


R/W ¢ L
1020
14
1025
"R/W" ¢ & "LN" LINE
S. 88°02'W.
5
AH1
AH2
AH3
AH4
AH5
AH6
AH7
AH8
"LS" LINE
Mag. N
N
Sec. 13
Sec. 12
250'
019+31.86 P.T.
Access Control Line
S.P.R.R.

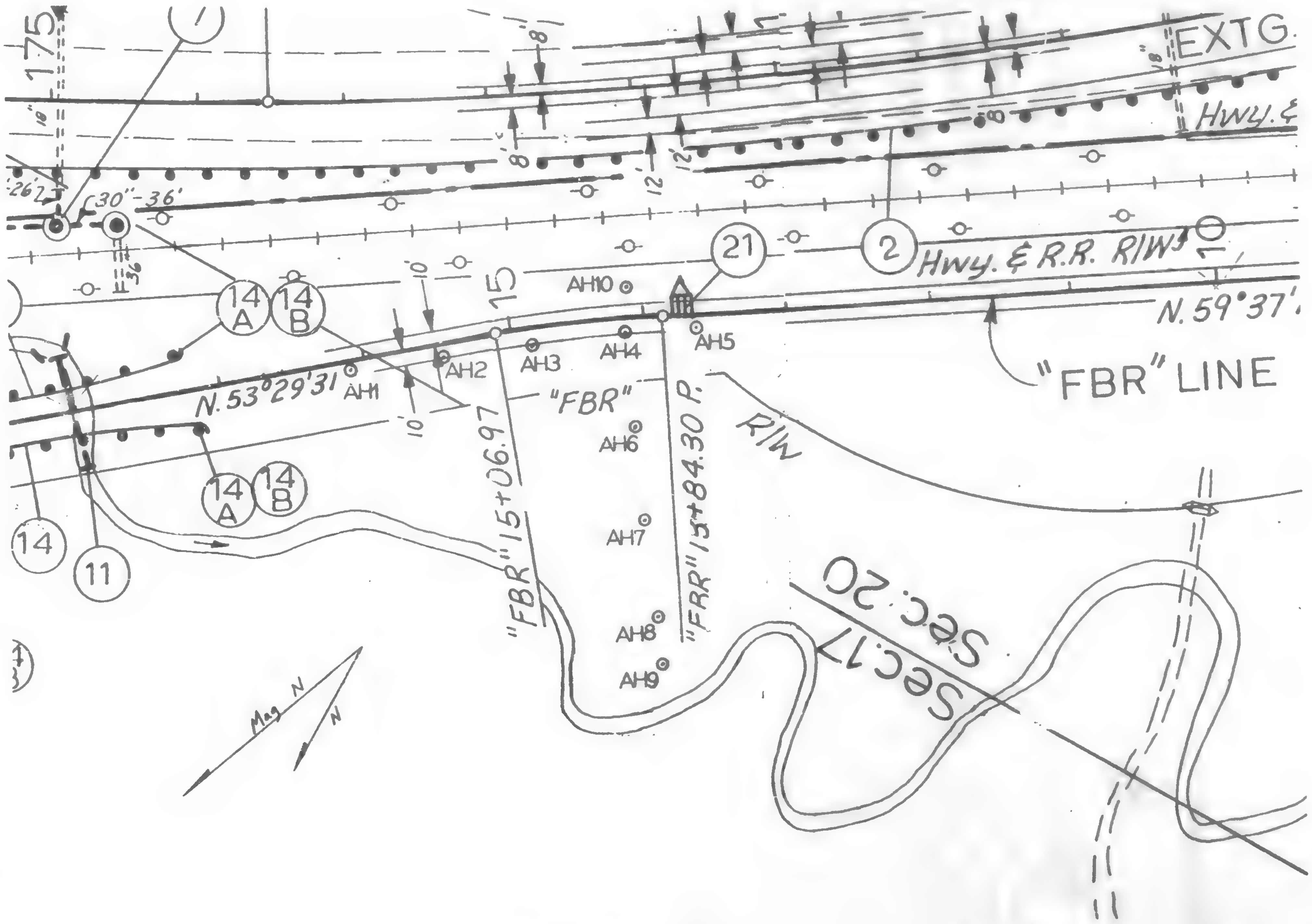
Map 4. Test Excavations at Locality RP4.


PACIFIC
HIGHWAY
18"
15
7
1039+64
"A" 1038+87
1040
45'
15"-270'
15"-80'
27
0"
26'
6
12'
10A
10C
4'
+05
1040
27
"A" 1039+55.41 P.S.C.
1041+48.08 P.C.S.
+64
AH5
AH4
AH6
AH3
AH2
AH1
9
20
9A
9B
16
"A" 1044+29.00 P.C.S.
1045
1045
18"
15"-170'
10
Mag N
N
4' P.S.
2°54'25'30"W.
+55
24"
40+29.27 P.C.S.
3'x4' conc
29.27 P.T.
15"-1/2

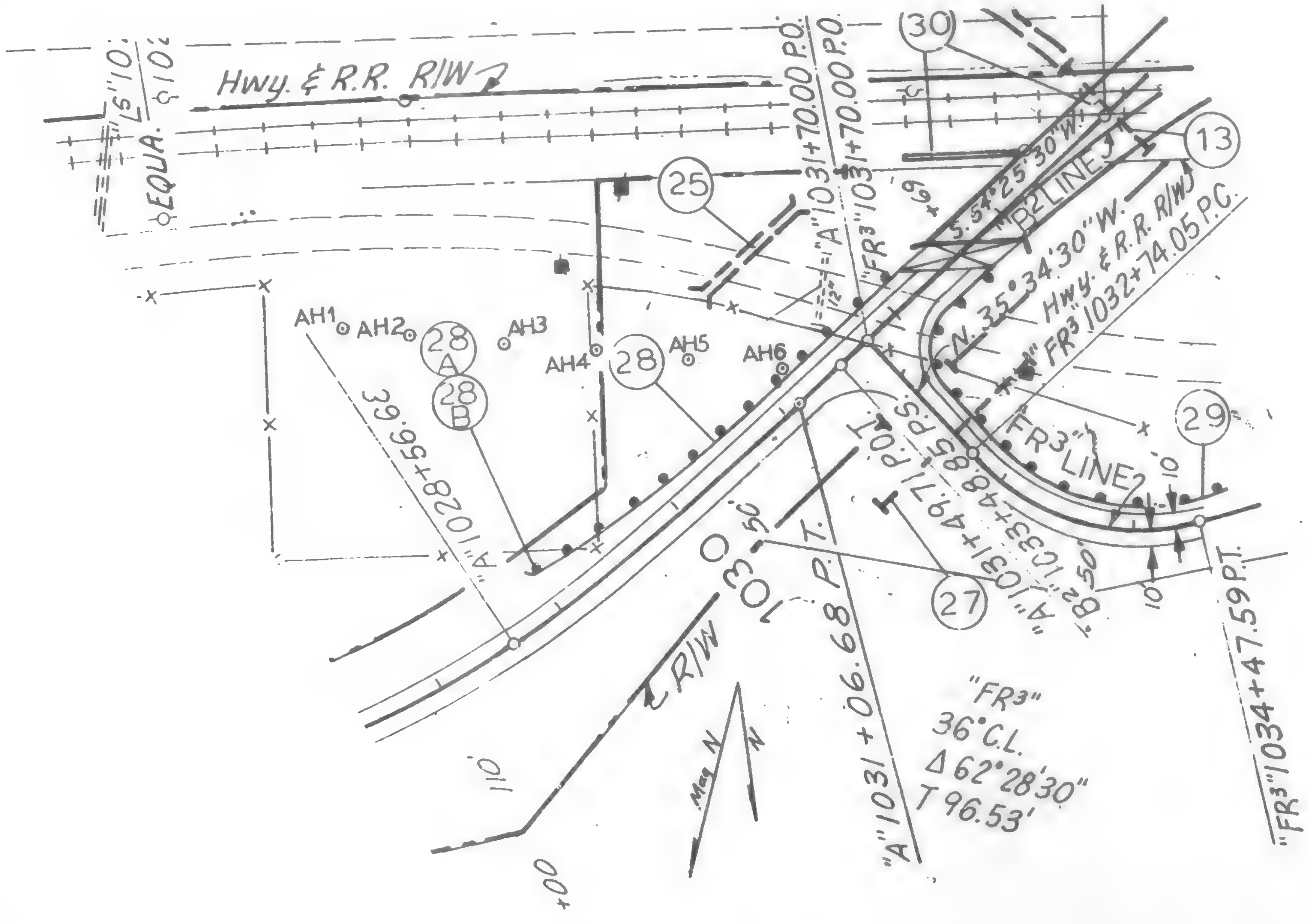
Map 5. Test Excavations at Locality RP3.


165
19 B
19 A
HIGHWAY
24"
170
18"
S. 65°16'30" W.
AH1
AH2
AH3
AH4
AH5
165+97.30 P.C.S.
168+47.30 P.T.
Mag N
N
5
13 B
13 A
13
6
2A
2B
Control Line
S.P.R.R.
24"
"FBR" 22+18.62 P.T.
15
25
13 A
13 B
N. 66°59'30" E.
30
"FBR" LINE
10
12 A
12 B
12 A
12 B
9
"FBR" 27+81.47 P.T.
"FBR"
6° C.L.
Δ 7°22'13"
T 61.47'
"FBR" 26+58.69 P.C.
12
250' Sp.
S 1°33'45"

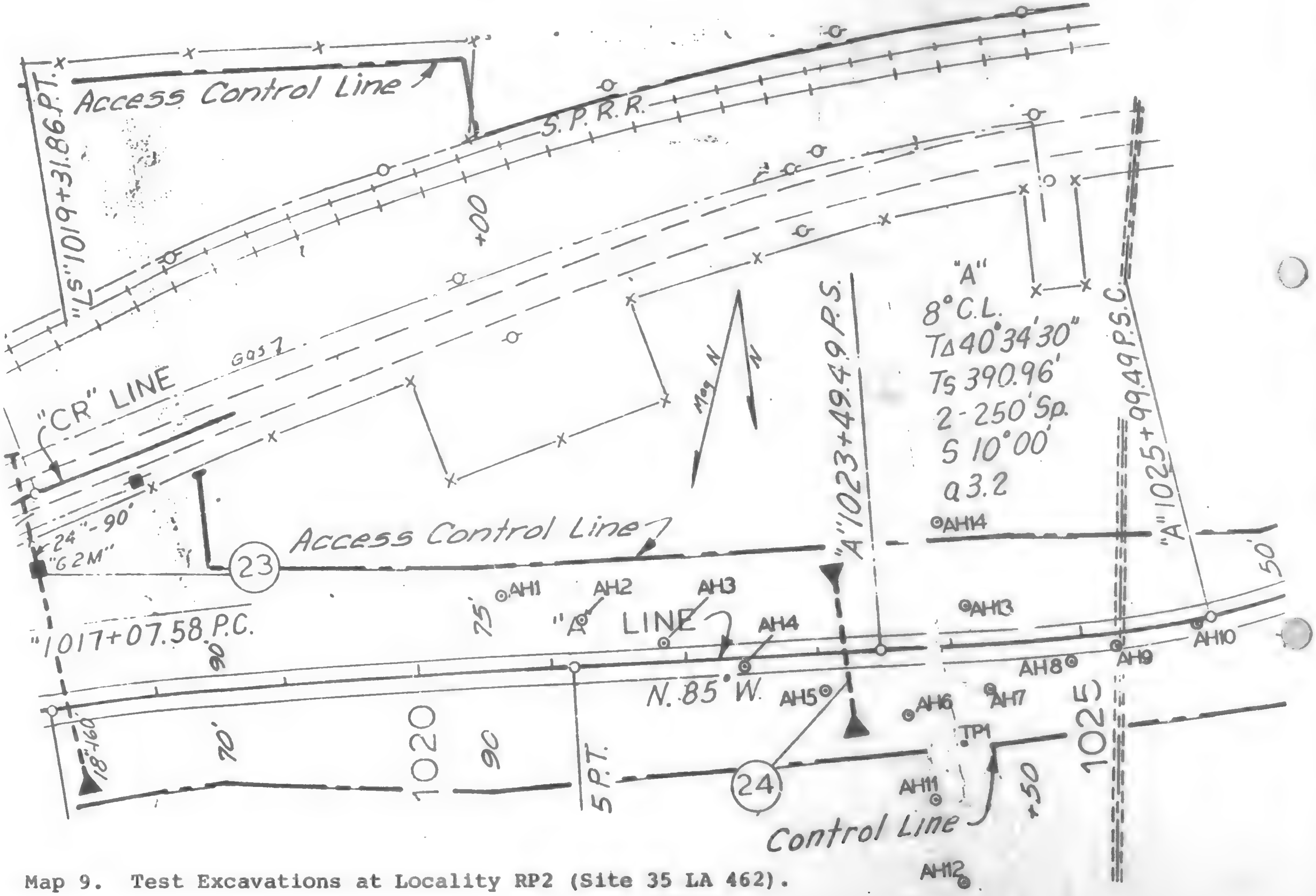
Map 6. Test Excavations in Area of Sta. 165-168.


175
EXTG.
Hwy. &
8'
8'
12'
12'
8'
26'
30"-36'
36'
18"
18"
14 A
14 B
10'
10'
15
AH10
21
2
Hwy. & R.R. R/W
10
N. 59°37'
"FBR" LINE
AH1
AH2
AH3
AH4
AH5
N. 53°29'31
"FBR"
AH6
AH7
AH8
AH9
R/W
"FBR" 15+06.97
"FRR" 15+84.30 P.
14 A
14 B
14
11
Sec. 17
Sec. 20
Mag N
N

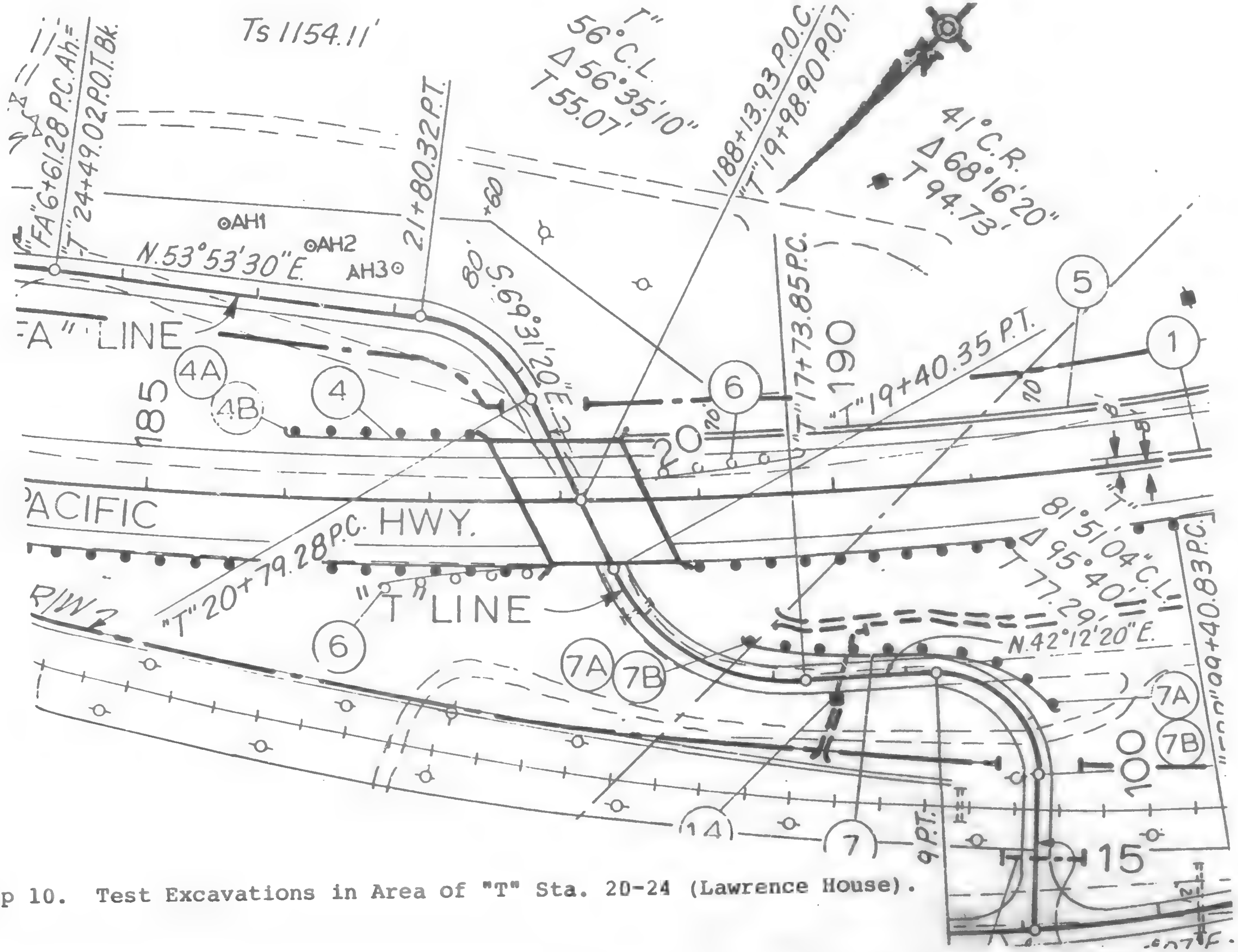
Map 7. Test Excavations in Area of "FBR" Sta. 10-18.


"L5"10
℄ EQUA. ℄10
Hwy. & R.R. R/W
AH1
AH2
AH3
AH4
AH5
AH6
28 A
28 B
28
25
30
13
29
27
"A"1028+56.63
"A"1031+70.00 P.O.
"FR3"1031+70.00 P.O.
+69
S.54°25'30"W.
"B2LINE"
N.35°34'30"W.
Hwy. & R.R. R/W
"FR3"1032+74.05 P.C.
"FR3" LINE
10'
50'
"A"1031+49.71 P.O.T.
"B2"1033+48.85 P.S.
"FR3"1034+47.59 P.T.
"A"1031+06.68 P.T.
1030
℄ R/W
110'
+00
Mag N
N
"FR3"
36°C.L.
Δ 62°28'30"
T 96.53'

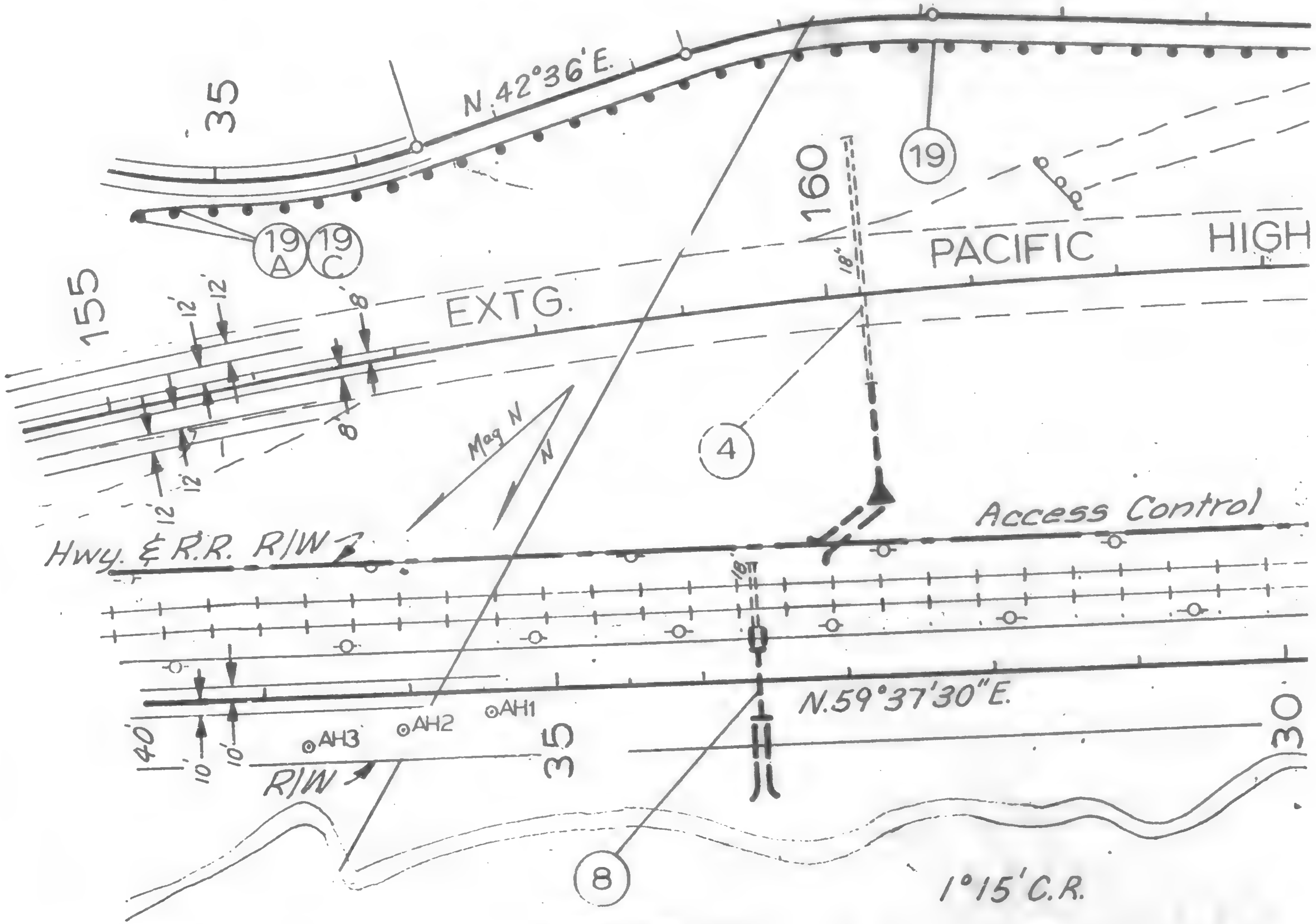
Map 8. Test Excavations at Locality RP1 (Site 35 LA 463).


"LS" 1019+31.86 P.T.
Access Control Line
S.P.R.R.
+00
"CR" LINE
Gas 7
24"-90'
"62M"
23
Access Control Line
Mag N
N
"A"
8° C.L.
T∆ 40°34'30"
Ts 390.96'
2-250' Sp.
S 10°00'
a 3.2
"A" 1023+49.49 P.S.
"A" 1025+99.49 P.S.C.
AH1
AH2
AH3
AH4
AH5
AH6
AH7
AH8
AH9
AH10
AH11
AH12
AH13
AH14
TP1
"A" LINE
N. 85° W.
"1017+07.58 P.C.
75'
90
90
70'
18"-160'
1020
5 P.T.
24
Control Line
+50
1025
50'

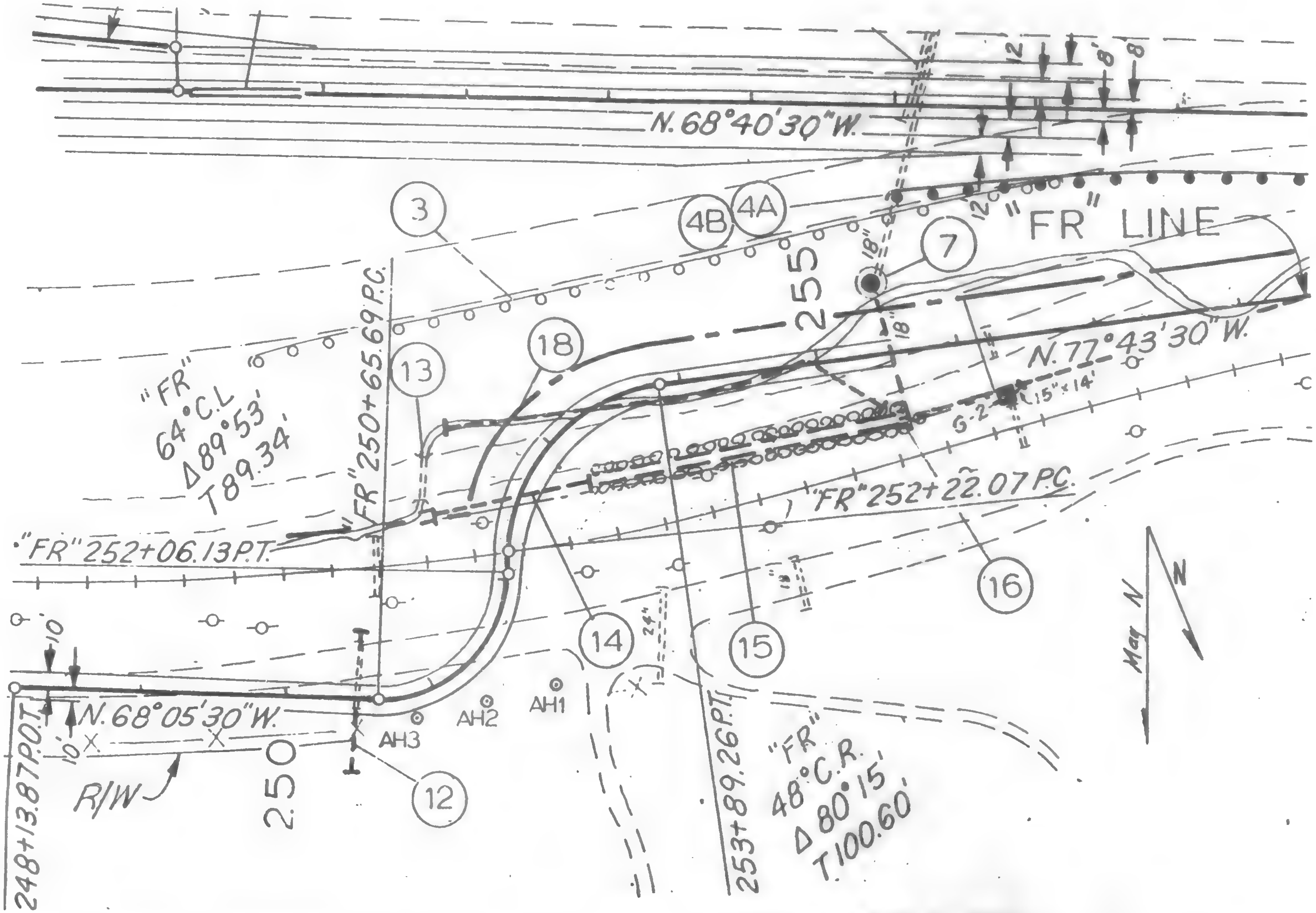
Map 9. Test Excavations at Locality RP2 (Site 35 LA 462).


"FA"6+61.28 P.C. Ah.=
"T"24+49.02 P.O.T. Bk.
Ts 1154.11'
"T" 56° C.L.
Δ 56°35'10"
T 55.07'
188+13.93 P.O.C.
"T"19+98.90 P.O.T.
41° C.R.
Δ 68°16'20"
T 94.73'
ⓞAH1
ⓞAH2
AH3ⓞ
N.53°53'30"E.
21+80.32 P.T.
+60
80'
S.69°31'20"E.
"FA" LINE
4A
4B
4
185
6
20
"T"17+73.85 P.C.
190
"T"19+40.35 P.T.
5
1
PACIFIC
"T"20+79.28 P.C. HWY.
"T" LINE
6
R/W
81°51'04" C.L.
Δ 95°40'
T 77.29'
N.42°12'20"E.
7A
7B
7A
7B
100
14
7
9 P.T.
15
"T"
"BB"99+40.83 P.C.

Map 10. Test Excavations in Area of "T" Sta. 20-24 (Lawrence House).


35
N.42°36'E.
155
19 A
19 C
12'
12'
12'
12'
8'
8'
EXTG.
160
18"
19
PACIFIC
HIGH
Mag N
N
4
Access Control
Hwy. & R.R. R/W
18"
N.59°37'30"E.
40'
10'
10'
AH3
AH2
AH1
R/W
35
30
8
1°15' C.R.

Map 11. Test Excavations in Area of "FBR" Sta. 35-37.


N.68°40'30"W.
2
8'
8
3
4B
4A
"FR" LINE
7
18"
12
255
18"
N.77°43'30"W.
15"×14'
G-2
18
13
"FR" 250+65.69 P.C.
"FR" 64°C.L Δ89°53' T89.34'
"FR" 252+06.13 P.T.
"FR" 252+22.07 P.C.
16
14
15
24"
18"
10'
N.68°05'30"W.
248+13.87 P.O.T.
10'
R/W
250
AH3
AH2
AH1
12
253+89.26 P.T.
"FR" 48°C.R. Δ80°15' T100.60'
Mag N
N

Map 12. Test Excavations in Area of "FR" Sta. 251-253 (Site 35 LA 461).

Plate 1. Locality RP3, in the vicinity of the oak grove in the center, looking east.

Plate 2. Locality RP2 (Site 35 LA 462), looking southeast. Test Pit 1 is in the center foreground.

9037

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-2008 · -201	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1/21/82	County Lane & Douglas
MODIFICATION NUMBER 1		Project Number I-IR-5-3(113)163

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 3, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	42,995,490 I $ 1,245,300 IR	43,554,700 I $ 1,245,300 IR
Federal funds	39,650,440 I $ 1,097,731 IR	40,166,143 I $ 1,097,731 IR
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and decrease in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of January, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 19, 1982

Federal Aid Project
No. I-IR-5-3(113)163

Martin Creek-Anlauf Intchge. Section
Pacific Highway
Lane and Douglas Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 7253
Roadway (Sta. "LN" 999+13 through Eq. Sta. 1091+13.22 =
(Sta. 12+32.39 to Sta. 312+00)

Subtotal of previous estimate of November 15, 1979 $32,796,447.00

Additional Items

Asphalt Price Adjustment	Febr.	1980	204	Ton	23.75	$ 4,845.00
Asphalt Price Adjustment	Mar.	1980	244	Ton	38.75	9,455.00
Asphalt Price Adjustment	Apr.	1980	66	Ton	51.25	3,382.50
Asphalt Price Adjustment	June	1980	4	Ton	49.50	198.00
Asphalt Price Adjustment	July	1980	749	Ton	49.50	37,075.50
Asphalt Price Adjustment	Aug.	1980	1,795	Ton	49.50	88,605.00
Asphalt Price Adjustment	Sep.	1980	1,286	Ton	49.50	63,657.00
Asphalt Price Adjustment	Oct.	1980	782	Ton	49.50	38,709.00
Asphalt Price Adjustment	Nov.	1980	710	Ton	49.50	35,145.00
Asphalt Price Adjustment	Dec.	1980	762	Ton	49.50	37,719.00
Asphalt Price Adjustment	Jan.	1981	300	Ton	49.50	14,850.00
Asphalt Price Adjustment	July	1981	1,043	Ton	70.75	73,792.25
Asphalt Price Adjustment	Mar.- Oct.	1981	5,995	Ton	69.50	416,652.50
						$ 824,085.25
					SUBTOTAL	$33,620,532.25
					Engineering	3,834,679.95
					TOTAL	$37,455,212.00

I-Funds	$36,209,912.00
* RRR-Funds	1,245,300.00

* See Attachment "A"

Type Code X181
Goshen-Divide Hwy. RR O'Xing Str., Br. No. 163B
(Sta. 1033+97.30)

Total the same as previous estimate of Nov. 15, 1979 $ 725,999.00

Type Code X781
Goshen-Divide Hwy. U'Xing Str., Br. No. 16272
(Sta. 1039+62.49)

Total the same as previous estimate of Nov. 15, 1979 $ 555,063.00

Type Code X781
Ward Butte Rd. U'Xing, Br. No. 162.99 (Sta. 19+29.07)

Total the same as previous estimate of Nov. 15, 1979 $ 720,080.00

Type Code X220
Comstock O'Xing of "T" Line Str., Br. No. 7584A
(Sta. 87+50 to Sta. 88+75)

Total the same as previous estimate of Nov. 15, 1979 $ 760,200.00

Type Code X421
Bear Creek Dr. Str., Br. No. 7469B
(Sta. 240+75.36 to Sta. 242+75.36)

Total the same as previous estimate of Nov. 15, 1979 $ 494,472.00

Type Code X781
Umpqua Highway U'Xing Str., Br. No. 7470B
(Sta. 297+91.42)

Total the same as previous estimate of Nov. 15, 1979 $ 619,738.00

Type Code X281
Umpqua Hwy. O'Xing of Buck Cr. Rd. Str., Br. No. 7407C
(Sta. 305+80 to Sta. 305+84)

Total the same as previous estimate of Nov. 15, 1979 $ 293,962.00

Type Code X181
Umpqua Hwy. O'Xing of SPRR Str., Br. #7471A
(Sta. 315+81 to Sta. 318+11)

Total the same as previous estimate of Nov. 15, 1979 $ 1,678,680.00

Type Code X081
Pass Creek Bridge, Br. No. 7471B
(Sta. 325+35 to Sta. 326+85)

Total the same as previous estimate of Nov. 15, 1979		$ 480,507.00
	TOTAL STRUCTURES	$ 6,328,701.00

Anticipated Items

Railroad Protection Cost	All Required	$ 200,000.00
	SUBTOTAL (Alt. "B")	6,528,701.00
	Engineering	816,087.00
	TOTAL	$ 7,344,788.00

Length of Roadway ------------	7.357 mi.
Length of Structure ----------	.061 mi.
TOTAL LENGTH	7.418 mi.

Cost of Roadway Per Mile -----$5,091,098.55

Work Retained in Program Status
(Not included in amounts below.)

Clean Out Sediment Dams	All Required	$ 5,000.00
Slide Correction	All Required	175,000.00
Longitudinal Surface Drains	All Required	60,000.00
Epoxy Grouting Deck Cracks	All Required	15,000.00
Epoxy Grouting Girder Cracks	All Required	3,000.00
Work by Pacific Power and Light	All Required	3,000.00
Work by Douglas Electric Coop	All Required	5,000.00
Install Delineators on Median Barriers	All Required	1,500.00
Class 3 Deck Preparation	All Required	5,000.00
Asphalt Cement Adjustment	All Required	1,000,000.00
Construct Fence on Hawley Rd. Str.	All Required	1,500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (I-Funds 92.22%)	$36,209,912.00	$33,392,780.00	$ 2,817,132.00
Roadway (RRR-Funds 88.15%)	1,245,300.00	1,097,731.00	147,569.00
Structures (I-Funds 92.22%)	7,344,788.00	6,773,363.00	571,425.00
TOTAL	$44,800,000.00	$41,263,874.00	$ 3,536,126.00

Group 1	97% I-Funds
Group 2	3% RRR-Funds
Contract No.	9037
Prefix:	610-1985 P.E.
Prefix:	610-1093

Oregon State Highway Division
Salem, Oregon January 19, 1982

Federal Aid Project
No. I-IR-5-3(113)163

Attachment A

Martin Creek-Anlauf Intchge. Section

Type Code 7253
Roadway (Sta. 197+00 to Sta. 265+00)

Bituminous Base Mixture	11,520 Tons	16.50	$ 190,080.00
Asphalt in Bituminous Base Mixture	63 Tons	121.00	76,714.00
1"-0 Aggregate Base	13,430 Tons	10.00	134,300.00
Class "B" Asphalt Concrete Mixture	2,325 Tons	17.00	39,525.00
Asphalt Cement in Mixture	151 Tons	121.00	18,271.00
Asphalt in Tack Coat	9 Tons	200.00	1,800.00
Continuously Reinforced Concrete Pavement	7,775 Cu. Yd.	92.00	715,300.00
Reinforced Concrete Pavement	116 Cu. Yd.	130.00	15,080.00
			$1,191,070.00

Less credit of I-funds for
1-inch open graded surfacing

Class "E" Asphalt Concrete Mix	3,150 Tons	18.00	$ 56,700.00
Asphalt in "E" Mixture	220 Tons	121.00	26,620.00
Asphalt in Tack Coat	9 Tons	200.00	1,800.00
			($ 84,120.00)

SUBTOTAL	$1,106,950.00
Engineering	138,350.00
IR FUND TOTAL	$1,245,300.00

Oregon State Highway Division
Salem, Oregon January 19, 1982

Federal Aid Project
No. I-IR-5-3(113)163

Martin Creek-Anlauf Int. Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 12,000.00

STATE [illegible]

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12 - 54	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-3-79	ate Oregon County Douglas and Lane Project No. I-IR-5-3(113)163

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, 1.57 Mi. E of Douglas Co. Line, S'ly
(Martin Cr.-Anlauf Intchge.)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-17-78	7.418
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 44,240,790.00	$ IR- 1,097,731.00 (88.15%) I- 39,650,440.00 (92.22%)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

XX For: H. S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 12-3-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 15, 1979

Federal Aid Project
No. I-IR-5-3(113)163

MARTIN CREEK-ANLAUF INT. SECTION
PACIFIC HIGHWAY
LANE AND DOUGLAS COUNTIES

Revised PS&E estimate.

Type Code 7253
Roadway (Sta. "LN" 999+13 through EQ Sta. 1091+13.22 = Sta. 12+32.39 to Sta. 312+00)

Furnishing Field Laboratory	1	Each	$5,000.00	$ 5,000.00
Mobilization	All	Required		3,700,000.00
Temporary Protection and Direction of Traffic	All	Required		500,000.00
Temporary Signs	6,370	Sq.Ft.	5.00	31,850.00
Temporary Barricades	43	Each	100.00	4,300.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	6,225	Lin.Ft.	8.00	49,800.00
Temporary Guard Rail, Type 1	3,850	Lin.Ft.	7.50	28,875.00
Temporary Concrete Barriers	32,740	Lin.Ft.	9.00	294,660.00
Moving Temporary Concrete Barriers	113,515	Lin.Ft.	2.00	227,030.00
Temporary Plastic Safety Markers	500	Each	70.00	35,000.00
Temporary Delineators	220	Each	20.00	4,400.00
Oversize Advance Construction Signs	2	Each	3,500.00	7,000.00
Neon Advance Warning Signs	2	Each	10,000.00	20,000.00
Temporary Reflective Pavement Markers	2,410	Each	4.00	9,640.00
Temporary White Type II Pavement Markers	17,815	Each	1.00	17,815.00
Sequential Arrow Signs	4	Each	6,000.00	24,000.00
Temporary Illumination	All	Required		800,000.00
Flagmen	20,000	Hour	18.00	360,000.00
Straw Bale Sediment Barrier, Type A	4,900	Lin.Ft.	6.00	29,400.00
Straw Bale Sediment Barrier, Type B	1,300	Lin.Ft.	5.00	6,500.00
Temporary Sediment Fence	2,380	Lin.Ft.	5.00	11,900.00
Temporary Sediment Dam, Type A	10	Each	1,500.00	15,000.00
Temporary Sediment Dam, Type B	1	Each	15,000.00	15,000.00
Temporary Slope Drains	2,400	Lin.Ft.	10.00	24,000.00
Temporary Scour Holes	40	Each	150.00	6,000.00
Temporary Sediment Basins	3	Each	1,000.00	3,000.00
Temporary Drainage Curbs	5,500	Lin.Ft.	2.00	11,000.00
Temporary Straw Mulch	40	Acre	400.00	16,000.00
Clearing and Grubbing	All	Required		670,000.00
Removal of Structures and Obstructions	All	Required		150,000.00
Ditch Excavation	5,590	Cu.Yd.	4.00	22,360.00

Embankment Foundation Excavation	24,280	Cu.Yd.	6.00	145,680.00
General Excavation	1,462,900	Cu.Yd.	3.50	5,120,150.00
Toe Trench Excavation	1,020	Cu.Yd.	6.00	6,120.00
Stone Embankment	29,520	Cu.Yd.	8.00	236,160.00
Rock Inlay	81,950	Cu.Yd.	7.00	573,650.00
Aggregate Ditch Lining	45	Cu.Yd.	20.00	900.00
Spawning Gravel	200	Cu.Yd.	20.00	4,000.00
Extra for Selected Rock Embankment	17,040	Cu.Yd.	3.00	51,120.00
Boulders in Channel Changes	25	Each	50.00	1,250.00
Extra for Notched Weirs	20	Each	300.00	6,000.00
Trench Excavation	24,300	Cu.Yd.	10.00	243,000.00
Finishing Roadbed and Slopes	All	Required		50,000.00
Watering	19,400	M-Gal.	2.00	38,800.00
Shoring, Cribbing, Etc.	All	Required		10,000.00
Structure Excavation	10,050	Cu.Yd.	10.00	100,500.00
Bituminous Base Mixture	241,000	Ton	16.50	3,976,500.00
Asphalt in Bituminous Base Mixture	13,260	Ton	121.00	1,604,460.00
Aggregate Subbase	173,000	Ton	8.00	1,384,000.00
1"-0 Aggregate Base	106,000	Ton	10.00	1,060,000.00
Class "B" Asphalt Concrete Mixture	50,000	Ton	17.00	850,000.00
Class "B" Asphalt Concrete Mixture in Leveling Course	4,450	Ton	17.00	75,650.00
Asphalt Cement in Mixture	3,540	Ton	121.00	428,340.00
Asphalt in Tack Coat	60	Ton	200.00	12,000.00
1"-0 Aggregate in Prime Coat	1,840	Cu.Yd.	13.00	23,920.00
MC-250 Asphalt in Prime Coat	340	Ton	150.00	51,000.00
Continuously Reinforced Concrete Pavement	43,150	Cu.Yd.	92.00	3,969,800.00
Reinforced Concrete Pavement	225	Cu.Yd.	130.00	29,250.00
Pavement Terminal Anchors	384	Lin.Ft.	75.00	28,800.00
Terminal Expansion Joints	192	Lin.Ft.	175.00	33,600.00
Concrete in Walls and Box Culverts	1,500	Cu.Yd.	250.00	375,000.00
Extra for Concrete Boxes Under Pavement	50	Lin.Ft.	100.00	5,000.00
Reinforcement in Walls and Box Culverts	232,750	Lb.	0.50	116,375.00
Debris Rack	2	Each	2,500.00	5,000.00
96-inch Structural Plate Pipe	132	Lin.Ft.	225.00	29,700.00
138-inch Structural Plate Pipe	28	Lin.Ft.	490.00	13,720.00
14'2"x9'10" Structural Plate Pipe Arch	243	Lin.Ft.	325.00	78,975.00
Metal Bin Type Retaining Wall, Station 133	All	Required		150,000.00
Metal Bin Type Retaining Wall, Station 140	All	Required		55,000.00

Metal Bin Type Retaining Wall, Station 149	All Required		170,000.00
Metal Bin Type Retaining Wall, Station 178	All Required		100,000.00
Metal Bin Type Retaining Wall, Station B1038	All Required		70,000.00
Rock Gabions	2,930 Cu.Yd.	80.00	234,400.00
Concrete Face Panels	15,550 Sq.Ft.	14.00	217,700.00
Wall Erection	15,550 Sq.Ft.	3.50	54,425.00
Concrete Footing	1,070 Lin.Ft.	5.00	5,350.00
Longitudinal Reinforcing Strips	43,160 Lin.Ft.	0.50	21,580.00
Granular Embankment Backfill	7,470 Cu.Yd.	10.00	74,700.00
Temporary Retaining Wall	All Required		80,000.00
8-inch Culvert Pipe	1,140 Lin.Ft.	14.00	15,960.00
12-inch Culvert Pipe	1,480 Lin.Ft.	13.00	19,240.00
15-inch Culvert Pipe	90 Lin.Ft.	13.00	1,170.00
18-inch Culvert Pipe	3,350 Lin.Ft.	19.00	63,650.00
21-inch Culvert Pipe	16 Lin.Ft.	20.00	320.00
24-inch Culvert Pipe	2,110 Lin.Ft.	30.00	63,300.00
30-inch Culvert Pipe	40 Lin.Ft.	41.00	1,640.00
36-inch Culvert Pipe	520 Lin.Ft.	43.00	22,360.00
42-inch Culvert Pipe	80 Lin.Ft.	50.00	4,000.00
48-inch Culvert Pipe	660 Lin.Ft.	58.00	38,280.00
54-inch Culvert Pipe	360 Lin.Ft.	82.00	29,520.00
60-inch Culvert Pipe	130 Lin.Ft.	80.00	10,400.00
66-inch Culvert Pipe	290 Lin.Ft.	75.00	21,750.00
72-inch Culvert Pipe	236 Lin.Ft.	130.00	30,680.00
84-inch Culvert Pipe	12 Lin.Ft.	170.00	2,040.00
96-inch Culvert Pipe	100 Lin.Ft.	160.00	16,000.00
8-inch Sewer Pipe	44 Lin.Ft.	9.00	396.00
12-inch Sewer Pipe	7,600 Lin.Ft.	17.00	129,200.00
15-inch Sewer Pipe	4,390 Lin.Ft.	18.00	79,020.00
18-inch Sewer Pipe	1,490 Lin.Ft.	24.00	35,760.00
21-inch Sewer Pipe	530 Lin.Ft.	25.00	13,250.00
24-inch Sewer Pipe	1,280 Lin.Ft.	34.00	43,520.00
30-inch Sewer Pipe	36 Lin.Ft.	45.00	1,620.00
66-inch Sewer Pipe	1,180 Lin.Ft.	78.00	92,040.00
12-inch Slotted Drain Pipe	270 Lin.Ft.	45.00	12,150.00
Extra for Pipe Under Pavement	600 Lin.Ft.	30.00	18,000.00
Installing 48-inch Pipe Under Railroad	125 Lin.Ft.	150.00	18,750.00
Concrete Manholes, 15 Feet or Less Deep	15 Each	1,500.00	22,500.00
Concrete Manholes, Over 15 Feet Deep	2 Each	1,600.00	3,200.00
Special Manholes, 15 Feet or Less Deep	5 Each	7,000.00	35,000.00
Special Manholes, Over 15 Feet Deep	1 Each	8,000.00	8,000.00

Special Drop Manholes	1 Each	5,000.00	5,000.00
Concrete Inlets, Type G-1	71 Each	800.00	56,800.00
Concrete Inlets, Type G-2	70 Each	900.00	63,000.00
Concrete Inlets, Type G-2M	8 Each	1,000.00	8,000.00
Concrete Inlets, Type G-2MA	21 Each	1,200.00	25,200.00
Concrete Inlets, Type B	2 Each	1,000.00	2,000.00
Concrete Inlets, Type B-SL	1 Each	1,200.00	1,200.00
Concrete Inlets, Type D	1 Each	1,100.00	1,100.00
Concrete Inlets, Type M-E	4 Each	2,000.00	8,000.00
Special Inlets	1 Each	2,500.00	2,500.00
Concrete Collars	1 Each	400.00	400.00
6-inch Drain Pipe	11,870 Lin.Ft.	4.00	47,480.00
8-inch Drain Pipe	4,950 Lin.Ft.	4.50	22,275.00
Fiber Filter	25,400 Sq.Yd.	1.25	31,750.00
Gravel in Drains	4,000 Cu.Yd.	20.00	80,000.00
Guard Rail, Type 2	4,775 Lin.Ft.	8.00	38,200.00
Guard Rail, Type 2A	38,088 Lin.Ft.	9.00	342,792.00
Guard Rail, Type 3	1,075 Lin.Ft.	19.00	20,425.00
Install Double Rail Elements	125 Lin.Ft.	4.00	500.00
Raise Guard Rail Members	17,450 Lin.Ft.	0.70	12,215.00
Guard Rail Anchors, Type 1	66 Each	250.00	16,500.00
Guard Rail Anchors, Type 2	29 Each	250.00	7,250.00
Rail End Pieces, Type A	22 Each	30.00	660.00
Rail End Pieces, Type B	16 Each	75.00	1,200.00
Rail End Pieces, Type C	56 Each	125.00	7,000.00
Guard Posts	4 Each	50.00	200.00
Type 2 Fence	98,600 Lin.Ft.	3.00	295,800.00
Type 3 Fence, Modified	1,150 Lin.Ft.	5.00	5,750.00
16' Single Gates	13 Each	500.00	6,500.00
Concrete Curbs	580 Lin.Ft.	7.00	4,060.00
Extra for Asphalt Approaches	23 Each	200.00	4,600.00
Extra for Asphalt Paved Rock Surfacing Slopes	1 Each	200.00	200.00
Concrete Barrier, Standard	38,325 Lin.Ft.	8.00	306,600.00
Concrete Barrier, Non-Standard	835 Lin.Ft.	45.00	37,575.00
Paved Culvert End Slopes	1,765 Sq.Ft.	10.00	17,650.00
Drainage Curbs	10,680 Lin.Ft.	2.50	26,700.00
Loose Riprap, Class 50	3,780 Cu.Yd.	12.00	45,360.00
Loose Riprap, Class 100	5,230 Cu.Yd.	13.00	67,990.00
Loose Riprap, Class 700	2,220 Cu.Yd.	14.00	31,080.00
Keyed Riprap, Class 800	4,950 Cu.Yd.	16.00	79,200.00
Filter Blanket	3,220 Cu.Yd.	13.00	41,860.00
14' Cattle Guard	1 Each	3,000.00	3,000.00
20' Cattle Guard	1 Each	3,500.00	3,500.00
Railroad Cattle Guard	2 Each	3,500.00	7,000.00
Delineators	710 Each	20.00	14,200.00
Adjusting Inlets	1 Each	500.00	500.00
Roadside Seeding and Mulching	37 Acre	450.00	16,650.00
Roadside Seeding and Straw Mulch with Mulch Binder	71 Acre	600.00	42,600.00

Erosion Matting	915 Sq.Yd.	3.00	2,745.00
Erosion Netting	17,800 Sq.Yd.	1.00	17,800.00
Furnishing and Planting Trees	1,180 Each	20.00	23,600.00
Furnishing and Planting Shrubs	2,020 Each	10.00	20,200.00
Removal of Existing Sign Installations	All Required		2,000.00
Wood Sign Posts	All Required		1,000.00
Sign Support Footings	All Required		25,000.00
Breakaway Sign Posts	All Required		14,000.00
Single Post Breakaway Type Sign Supports	All Required		3,000.00
Single Post Slip Base Sign Supports	All Required		3,000.00
Double Sign Supports	All Required		3,000.00
Exit Number Sign Supports	All Required		1,000.00
Type "A" and "B" Signs in Place	2,516 Sq.Ft.	12.00	30,192.00
Type "C", "D" and "R" Signs in Place	828 Sq.Ft.	6.00	4,968.00
Type "EE" Signs in Place	246 Sq.Ft.	7.00	1,722.00
Type "F", "G" and "M" Signs in Place	130 Sq.Ft.	6.00	780.00
Type "H" Signs in Place	13 Sq.Ft.	6.00	78.00
Type "U" Signs in Place	85 Sq.Ft.	8.00	680.00
Thermoplastic Pavement Arrows	5 Each	300.00	1,500.00
Removal of Existing Illumination	All Required		10,000.00
Pole Foundations	All Required		85,000.00
Roadway Lighting Poles and Bracket Arms	All Required		75,000.00
Luminaires and Ballasts	All Required		18,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		120,000.00
			$32,248,108.00
Anticipated Items			
Work by S.P. Transportation Co.	All Required		$ 451,300.00
Permanent Pavement Striping (S.F.)	All Required		6,000.00
Temporary Pavement Striping (S.F.)	All Required		11,500.00
Remove Pavement Striping (Exist. and Temp.)	All Required		5,000.00
Temporary Erosion Control (E.W.)	All Required		12,500.00

On-the-Job Trainees (15 at $800)(E.W.)	All Required	12,000.00
Work by N.W. Pipeline Inc.	All Required	50,039.00
		$ 548,339.00
	Subtotal	$32,796,447.00
	Engineering	4,099,555.00
	Total	$36,896,002.00
	I-Funds	$35,650,702.00
	* RRR-Funds	$ 1,245,300.00

* see attachment A

Type Code X181
Goshen-Divide Hwy. RR O'xing Str., Bridge #163B
Sta. 1033+97.30)

Bridge Removal Work, No. 163A	All Required		$ 16,000.00
Shoring, Cribbing, Etc.	All Required		20,000.00
Structure Excavation	645 Cu.Yd.	30.00	19,350.00
Furnish Pile Driving Equipment	All Required		42,000.00
Furnish HP12x53 Steel Piling	2,766 Lin.Ft.	13.00	35,958.00
Drive Steel Piles	2,766 Lin.Ft.	1.00	2,766.00
Structural Concrete, Class 3300 (270 c.y.)	All Required		80,000.00
Structural Concrete, Class 4000 (250 c.y.)	All Required		75,000.00
Structural Concrete, Class 4500 (385 c.y.)	All Required		120,000.00
74'/80' Type V Prestressed Beams	4 Each	6,000.00	24,000.00
80'/85' Type V Prestressed Beams	3 Each	6,500.00	19,500.00
84'/90' Type V Prestressed Beams	2 Each	6,500.00	13,000.00
90'/95' Type V Prestressed Beams	4 Each	7,000.00	28,000.00
95'/100' Type V Prestressed Beams	3 Each	7,500.00	22,500.00
100'/105' Type V Prestressed Beams	3 Each	8,000.00	24,000.00
105'/110' Type V Prestressed Beams	2 Each	8,000.00	16,000.00
110'/115' Type V Prestressed Beams	2 Each	8,500.00	17,000.00
115'/120' Type V Prestressed Beams	1 Each	9,000.00	9,000.00
Reinforcement (145,000 lb.)	All Required		80,000.00
Coated Reinforcement (53,500 lb.)	All Required		46,000.00
Reinforced Concrete Bridge End Panels	235 Sq.Yd.	60.00	14,100.00
1-inch Electrical Conduit	365 Lin.Ft.	5.00	1,825.00
			$ 725,999.00

Type Code X781
Goshen-Divide Hwy. U'xing Str., Br. #16272 Sta. 1039+62.49)

Shoring, Cribbing, Etc.	All Required		$ 20,000.00
Structure Excavation	275 Cu.Yd.	30.00	8,250.00
Structure Excavation Below Elevations Shown	25 Cu.Yd.	30.00	750.00
Furnish Pile Driving Equipment	All Required		12,000.00
Furnish HP12x53 Steel Piling	807 Lin.Ft.	13.00	10,491.00
Drive Steel Piles	807 Lin.Ft.	1.00	807.00
Structural Concrete, Class 3300 (280 c.y.)	All Required		84,000.00
Structural Concrete, Class 4000 (20 c.y.)	All Required		6,000.00
Structural Concrete, Class 5000 (735 c.y.)	All Required		220,000.00
Expansion Joint, Type SA-400	60 Lin.Ft.	190.00	11,400.00
Reinforcement (119,000 lb.)	All Required		58,000.00
Coated Reinforcement (22,000 lb.)	All Required		22,000.00
Prestressing Steel (60,000 lbs.)	All Required		80,000.00
Reinforced Concrete Bridge End Panels	130 Sq.Yd.	60.00	7,800.00
Bearing Devices, Bent 2	2 Each	600.00	1,200.00
Bearing Devices, Bent 4	2 Each	600.00	1,200.00
Concrete Slope Paving	215 Sq.Yd.	35.00	7,525.00
Slope Paving Curbs	200 Lin.Ft.	17.00	3,400.00
4-inch PVC Pipe	30 Lin.Ft.	8.00	240.00
			$ 555,063.00

Type Code X781
Ward Butte Road U'xing, Br. #162.99 (Sta. 19+29.07)

Shoring, Cribbing, Etc.	All Required		$ 100,000.00
Structure Excavation	315 Cu.Yd.	30.00	9,450.00
Furnish Pile Driving Equipment	All Required		50,000.00
Furnish HP12x53 Steel Piling	2,332 Lin.Ft.	13.00	30,316.00
Drive Steel Piles	2,332 Lin.Ft.	1.00	2,332.00
Structural Concrete, Class 3300 (390 c.y.)	All Required		250,000.00
Structural Concrete, Class 4500 (185 c.y.)	All Required		120,000.00
120'/125' Type V Prestressed Beams	6 Each	9,500.00	57,000.00
Reinforcement (100,500 lb.)	All Required		50,000.00
Reinforced Concrete Bridge End Panels	157 Sq.Yd.	60.00	9,420.00
Two Tube Metal Railing	494 Lin.Ft.	43.00	21,242.00

Concrete Slope Paving	464 Sq.Yd.	35.00	16,240.00
Slope Paving Curbs	240 Lin.Ft.	17.00	4,080.00
			$ 720,080.00

Type Code X220
Comstock O'xing of "T" Line Str., Br. #7584A
(Sta. 87+50 to Sta. 88+75)

Bridge Removal Work, No. 7584	All Required		$ 16,000.00
Shoring, Cribbing, Etc.	All Required		50,000.00
Structure Excavation	340 Cu.Yd.	30.00	10,200.00
Structure Excavation Below Elevations Shown	30 Cu.Yd.	30.00	900.00
Furnish Pile Driving Equipment	All Required		12,000.00
Furnish HP10x42 Steel Piling	780 Lin.Ft.	10.00	7,800.00
Drive Steel Piles	780 Lin.Ft.	1.00	780.00
Structural Concrete, Class 3300 (215 c.y.)	All Required		140,000.00
Structural Concrete, Class 4500 (700 c.y.)	All Required		350,000.00
Reinforcement (128,800 lbs.)	All Required		76,000.00
Coated Reinforcement (70,000 lbs.)	All Required		70,000.00
Reinforced Concrete Bridge End Panels	442 Sq.Yd.	60.00	26,520.00
			$ 760,200.00

Type Code X421
Bear Creek Dr. Str., Br. #7469B (Sta. 240+75.36 to Sta. 242+75.36)

Raise Existing Bridge	All Required		$ 160,000.00
Alterations to Existing Structure	All Required		12,000.00
Shoring, Cribbing, Etc.	All Required		20,000.00
Strucutre Excavation	160 Cu.Yd.	30.00	4,800.00
Structure Excavation Below Elevations Shown	15 Cu.Yd.	30.00	450.00
Special Footing Backfill	60 Cu.Yd.	20.00	1,200.00
Furnish Pile Driving Equipment	All Required		2,000.00
Furnish HP10x42 Steel Piling	152 Lin.Ft.	10.00	1,520.00
Drive Steel Piles	152 Lin.Ft.	1.00	152.00
Structural Concrete, Class 3300 (175 c.y.)	All Required		53,000.00
Structural Concrete, Class 4500 (105 c.y.)	All Required		32,000.00
Reinforcement (94,000 lbs.)	All Required		68,000.00
Class 1 Preparation	1,750 Sq.Yd.	15.00	26,250.00
Class 2 Preparation	260 Sq.Yd.	85.00	22,100.00

Dense Concrete Resurfacing	1,750 Sq.Yd.	35.00	61,250.00
Reinforce Concrete Bridge End Panels	448 Sq.Yd.	60.00	26,880.00
1-1/2-inch Electrical Conduit	410 Lin.Ft.	7.00	2,870.00
			$ 494,472.00

Type Code X781
Umpqua Highway U'xing Str., Br. #7470B
(Sta. 297+91.42)

Bridge Removal Work, No. 7470	All Required		$ 16,000.00
Shoring, Cribbing, Etc.	All Required		20,000.00
Structure Excavation	465 Cu.Yd.	30.00	13,950.00
Structure Excavation Below Elevations Shown	40 Cu.Yd.	30.00	1,200.00
Furnish Pile Driving Equipment	All Required		10,000.00
Furnish HP12x53 Steel Piling	749 Lin.Ft.	13.00	9,737.00
Drive Steel Piles	749 Lin.Ft.	1.00	749.00
Structural Concrete, Class 3300 (90 c.y.)	All Required		30,000.00
Structural Concrete, Class 4000 (130 c.y.)	All Required		40,000.00
Structural Concrete, Class 5000 (795 c.y.)	All Required		250,000.00
Reinforcement (130,000 lbs.)	All Required		75,000.00
Coated Reinforcement (38,000 lbs.)	All Required		32,000.00
Prestressing Steel (70,900 lbs.)	All Required		56,000.00
Reinforced Concrete Bridge End Panels	219 Sq.Yd.	60.00	13,140.00
Bearing Devices, Bent 1	7 Each	400.00	2,800.00
Bearing Devices, Bent 3	7 Each	400.00	2,800.00
Two Tube Metal Railing	512 Lin.Ft.	43.00	22,016.00
Concrete Slope Paving	500 Sq.Yd.	35.00	17,500.00
Slope Paving Curbs	294 Lin.Ft.	17.00	4,998.00
1 1/2-inch Electrical Conduit	264 Lin.Ft.	7.00	1,848.00
			$ 619,738.00

Type Code X281
Umpqua Hwy. O'xing of Buck Cr. Rd. Str., Br. #7470C
(Sta. 305+80 to Sta. 305+84)

Shoring, Cribbing, Etc.	All Required		$ 20,000.00
Structure Excavation	90 Cu.Yd.	30.00	2,700.00
Furnish Pile Driving Equipment	All Required		20,000.00
Furnish HP10x42 Steel Piling	1,104 Lin.Ft.	10.00	11,040.00
Drive Steel Piles	1,104 Lin.Ft.	1.00	1,104.00

Structural Concrete, Class 3300 (170 c.y.)	All Required		50,000.00
Structural Concrete, Class 4500 (145 c.y.)	All Required		45,000.00
105'/110' Type IV Prestressed Beams	8 Each	8,000.00	64,000.00
Reinforcement (37,300 lbs.)	All Required		26,000.00
Coated Reinforcement (18,700 lbs.)	All Required		18,000.00
Reinforced Concrete Bridge End Panels	265 Sq.Yd.	60.00	15,900.00
Concrete Slope Paving	446 Sq.Yd.	35.00	15,610.00
Slope Paving Curbs	140 Lin.Ft.	17.00	2,380.00
8-inch Culvert Pipe	118 Lin.Ft.	6.00	708.00
1-inch Electrical Conduit	304 Lin.Ft.	5.00	1,520.00
			$293,962.00

Type Code X181
Umpqua Hwy. O'xing of SPRR Str., Br. #7471A
(Sta. 315+81 to Sta. 318+11)

Bridge Removal Work, No. 7471	All Required		$ 16,000.00
Shoring, Cribbing, Etc.	All Required		100,000.00
Structure Excavation	1,040 Cu.Yd.	30.00	31,200.00
Structure Excavation Below Elevations Shown	100 Cu.Yd.	30.00	3,000.00
Special Wall Backfill	170 Cu.Yd.	20.00	3,400.00
Furnish Pile Driving Equipment	All Required		23,000.00
Furnish HP10x42 Steel Piling	1,524 Lin.Ft.	10.00	15,240.00
Drive Steel Piles	1,524 Lin.Ft.	1.00	1,524.00
Structural Concrete, Class 3300 (390 c.y.)	All Required		250,000.00
Structural Concrete, Class 4000 (305 c.y.)	All Required		200,000.00
Structural Concrete, Class 5000 (1,170 c.y.)	All Required		750,000.00
Expansion Joint, Type D-260	62 Lin.Ft.	200.00	12,400.00
Reinforcement (280,000 lbs.)	All Required		140,000.00
Coated Reinforcement (59,000 lbs.)	All Required		48,000.00
Prestressing Steel (104,000 lbs.)	All Required		62,000.00
Reinforced Concrete Bridge End Panels	257 Sq.Yd.	60.00	15,420.00
Bearing Devices, Bent 1	6 Each	400.00	2,400.00
Bearing Devices, Bent 2	2 Each	2,500.00	5,000.00
4-inch PVC Pipe	12 Lin.Ft.	8.00	96.00
			$ 1,678,680.00

Oregon State Highway Division
Salem, Oregon, November 15, 1979

Federal Aid Project
No. I-IR-5-3(113)163

Type Code X081
Pass Creek Bridge, Br. #7471B
(Sta. 325+35 to Sta. 326+85)

Shoring, Cribbing, Etc.	All Required		$ 100,000.00
Structure Excavation	415 Cu.Yd.	30.00	12,450.00
Structure Excavations Below Elevations Shown	40 Cu.Yd.	30.00	1,200.00
Furnish Pile Driving Equipment	All Required		15,000.00
Furnish HP10x42 Steel Piling	987 Lin.Ft.	10.00	9,870.00
Drive Steel Piles	987 Lin.Ft.	1.00	987.00
Structural Concrete, Class 3300 (430 c.y.)	All Required		125,000.00
Structural Concrete, Class 4500 (205 c.y.)	All Required		60,000.00
75'/80' Type III Prestressed Beams	16 Each	4,500.00	72,000.00
Reinforcement (59,800 lbs.)	All Required		38,000.00
Coated Reinforcement (34,500 lbs.)	All Required		28,000.00
Reinforce Concrete Bridge End Panels	300 Sq.Yd.	60.00	18,000.00
			$ 480,507.00

Total Structures	$6,328,701.00

Anticipated Items

Railroad Protection Cost	All Required	$ 200,000.00
		$ 200,000.00

Subtotal (Alt. "B")	$6,528,701.00
Engineering	816,087.00
Total	$7,344,788.00

Length of Roadway - - - - - 7.357 mi.
Length of Structures - - - .061 mi.
Total Length - - - - - - 7.418 mi.

Cost of Roadway Per Mile - - $5,015,087.94

Work Retained in Program Status
(Not included in amounts below)

Clean Out Sediment Dams	All Required	$ 5,000.00
Slide Correction	All Required	175,000.00
Longitudinal Surface Drains	All Required	60,000.00
Epoxy Grouting Deck Cracks	All Required	15,000.00
Epoxy Grouting Girder Cracks	All Required	3,000.00
Work by Pacific Power and Light	All Required	3,000.00

Work by Douglas Electric Coop	All Required	5,000.00
Install Delineators on Median Barrier	All Required	1,500.00
Class 3 Deck Preparation	All Required	5,000.00
Asphalt Cement Adjustment	All Required	1,000,000.00
Construct Fence on Hawley Rd. Str.	All Required	1,500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (I-Funds 92.22%)	$ 35,650,702	$ 32,877,077	$ 2,773,625
Roadway (RRR Funds 88.15%)	1,245,300	1,097,731	147,569
Structures (I-Funds 92.22%)	7,344,788	6,773,363	571,425
Total	$ 44,240,790	$ 40,748,171	$ 3,492,619

Group 1 97% I-Funds

Group 2 3% RRR-Funds

Contract No. 9037

Prefix 610-1985 P.E.

Prefix 610-1093

MARTIN CREEK-ANLAUF INT. SECTION
Nonparticipating - State Work

State Responsibility for Damages	All Required	$12,000.00

Attachment A

MARTIN CREEK-ANLAUF INTCHGE. SECTION

Type Code 7253
Roadway (Sta. 197+00 to Sta. 265+00)

Bituminous Base Mixture	11,520 Tons	16.50	$ 190,080.00
Asphalt In Bituminous Base Mixture	634 Tons	121.00	76,714.00
1"-0 Aggregate Base	13,430 Tons	10.00	134,300.00
Class "B" Asphalt Concrete Mixture	2,325 Tons	17.00	39,525.00
Asphalt Cement in Mixture	151 Tons	121.00	18,271.00
Asphalt in Tack Coat	9 Tons	200.00	1,800.00
Continuously Reinforced Concrete Pavement	7,775 Cu.Yd.	92.00	715,300.00
Reinforced Concrete Pavement	116 Cu.Yd.	130.00	15,080.00
			$1,191,070.00
	Less credit of I-funds for 1-inch open graded surfacing		
Class "E" Asphalt Concrete Mix	3,150 Tons	18.00	56,700.00
Asphalt in "E" Mixture	220 Tons	121.00	26,620.00
Asphalt in Tack Coat	9 Tons	200.00	1,800.00
			($ 84,120.00)
	Subtotal		$1,106,950.00
	Engineering		138,350.00
IR Fund	Total		$ 1,245,300.00

#7037

L

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

TRA 7-5

DATE: November 30, 1981

TO: H. S. Coulter
State Highway Engineer

FROM L. E. George, P.E.
Traffic Engineer

SUBJECT: Proposed "STOP" sign revisions
Territorial Highway No. 200 at Curtain Road
M.P. 47.03
Douglas County

copy 1-3 [illegible]

Mr. D. W. Greene, Resident Engineer on the Martin Cr-Anlauf Construction Project, is responsible for maintaining proper signing throughout the project. During the course of the project, Mr. Greene, questioned the appropriateness of the existing through-stop movements at the subject intersection, due to the geometric design.

In response to Mr. Greene's inquiry, Mr. K. D. Osborn, Region 3 Traffic Engineer, conducted a traffic investigation at the intersection. The investigation consisted of a five-hour manual traffic count and twenty-four hour hose counts. The purpose of the investigation was to determine which traffic movements were dominant.

As a result of this investigation, Mr. Osborn has requested that the Through-Stop Highway Resolution be revised to include the following:

> Southbound traffic on the Territorial Highway No. 200 shall stop at its intersection with Curtain Road, M.P. 47.03.

Mr. Osborn further recommends that the existing "STOP" sign on Curtain Road at its intersection with the Territorial Highway be removed.

Attached is a summary of the traffic investigation and a vicinity map for your reference.

If you concur with the recommendation, please approve and forward a copy to Mr. R. W. Gormsen for his records. Also, please return an approved copy to this office.

12-2-81
Orig returned to George for [illegible]

L E George
L. E. George, P.E.
Traffic Engineer

RECEIVED
STATE HWY ENGR
DEC 2 '81
REFER TO
FOR

Info	Inves	R/D	D-R	Sign	Act	File

APPROVED

STATE HIGHWAY ENGINEER

Date

RTS:sh
Attachments

cc: R. W. Gormsen

7037

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: John Earley
Public Affairs

DATE: November 18, 1981

FROM: Pieter T. Dykman, Research Coordinator
Environmental Section

SUBJECT: Pass Creek Data for Magazine Article
Martin Creek-Anlauf Interchange, I-5
Douglas County

I am enclosing a brief synopsis of our Pass Creek (Divide-Anlauf Section) research project to date. The research effort is continuing this winter and will be wrapped up within a few years of the completion of project construction. Comparative data is at present largely unavailable because of the staged nature of the research.

I hope this information will be useful to you in preparing the magazine article and trust you will advice us if you need additional information or clarification.

PTD:ct

Attachments

cc: J. H. Versteeg w/attach

NOTED
JOHN J. EARLEY

Pass Creek Research
Martin Creek-Anlauf Interchange Project, I-5
Douglas County, Oregon

INTRODUCTION

Pass Creek is a small stream in the Umpqua River Basin which flows from the pass into the Willamette River Basin. Although small, Pass Creek supports spawning runs of Coho salmon and Winter Steelhead trout; in addition the stream is a migration link for anadromous fish into two other streams. Table 1 lists some of the techniques which have been incorporated into the Martin Creek-Comstock highway project in order to alleviate some of the unavoidable damage which will occur (or has occurred) to sections of Pass Creek.

This study, conducted by personnel of the Environmental Section, Oregon Department of Transportation, was requested by the Environmental Management Section of the Oregon Department of Fish and Wildlife; the monitoring program is consistent with NEPA.

The study has several goals. The first and most immediately pressing goal is to determine whether or not anadromous fish are still able to migrate upstream and downstream after the construction has been completed. High and low water migration blockages, if any, are to be located and conditions rectified if possible.

A major objective of the study is to evaluate the effectiveness of site-specific installations which have the express purpose of reestablishing acceptable fish spawning and rearing habitat. Notched weirs have been installed at 21 locations where channelization of the stream results in excessive stream gradient, and water velocity. Spawning gravel and large boulders have been placed in combination with the weirs to encourage stream diversity.

The third objective of the study is to document the sequence of changes in the aquatic and riparian components of the stream; refer to table 2 for a list of the environmental variables which are to be analyzed in order to characterize these changes.

A fourth task involves measuring the effectiveness of controls over erosion, deposition, and water quality. These elements tie in with fishery aspects, as well as with downstream water uses. Turbidity is perhaps the most important single characteristic affected by highway construction. Other aspect of water quality to be studied are the unavoidable or unforeseen changes which have occurred.

In addition, it is important to estimate the costs of providing environmental protection in connection with highway construction.

ACCOMPLISHMENTS

The Martin Creek-Anlauf Interchange highway project is presently in the latter stages of construction. To date the following tasks have been accomplished.

Planning

1. Research goals and many of the priorities and short range objectives have been clarified.

2. An accepted methodology of assessment and analysis has been selected.

3. An assessment has been made of the effectiveness of the environmental variables that have been used to date; some variables have been added to the study (table 2).

Data Collection and Analysis

Observations were made of 47 environmental variables between 1978 and 1980 in order to characterize baselevel environmental conditions in affected areas of Pass Creek. Some measurements were also taken in control areas. Much of these data have been recorded on large scale maps.

A map of the affected stream segments was made using a compass and tape traverse. Included in the map were such features as bottom class, bars, pool dimensions and depth, location of riffles and falls, and the location of organic debris or other objects which were thought to exert an influence on the character of the stream. Color photographs were made up and downstream at 50 foot intervals.

Water quality samples were taken at eight regular sampling sites. The water quality variables that were measured are shown in Table 2. During construction of the project four variables were measured, pH, dissolved oxygen, turbidity, and temperature. All of the values were within the applicable quality standards, however, turbidity was elevated.

A map of the riparian floral community was made including the locations of beaver dens, wildlife tracks, nests and snags. The composition of the riparian community was characterized by species, and estimates were made of stand density, basal area, species dominance and importance value; the height and age distribtions of the overstory species were estimated as well.

Future Plans

During the life of the project, both physical and chemical characteristics will be measured for comparisons with earlier data. These data will also be compared with observations at control sites outside the project. Changes in channel characteristics will be mapped. Factors which influence runoff, erosion, and water quality, such as the growth of vegetation on streambanks and contributing highway slopes will be studied.

An investigation into the success or failure of fish passage measures will receive top priority. Fish passage and spawning surveys will be conducted throughout the surface drainage system to locate any fish passage blockages. Initially this survey will be conducted at various flow conditions during the first and second years after construction is complete. If fish passage is found to be satisfactory it will be monitored at intervals in conjunction with the measurement of other environmental variables. If problem areas are identified every practical effort will be made for their rectification.

TABLE 1

Features Employed to Control Environmental Damage

Straw Sediment Barriers

Sediment Fence*

Sediment Dams*

Slope Drains*

Scour Holes*

Sediment Basins*

Drainage Curb*

Retaining Walls

Rock Inlay

Notched Weirs

Spawning Gravel

Fish Rocks

Erosion Netting

Baffled Culverts

*Indicates a Temporary Installation

TABLE 2

List of the Environmental Variables Used for Characterization and Analysis of Baseline and Post Construction Conditions

- Channel Width
- Water Width
- Riffle Width
- Depth Cross section
- Average Depth
- Pool Width
- Pool Class
- Pool Location
- Pool Features
- Aquatic Plants
- Bottom Class
- Transect Coverage by Bottom Class
- Bank Cover
- Bank Stability
- Bank Class
- Landform Gradient
- Ungulate Damage
- Width of Riparian Zone
- Stream Gradient
- Velocity

WATER QUALITY VARIABLES

- Temperature
- pH
- Dissolved Oxygen
- Conductivity
- Nitrates
- Phosphates
- Turbidity
- Alkalinity
- Hardness

BIOLOGICAL VARIABLES

- Periphyton: quantity, quality, diversity
- Macroinvertebrate: quantity, quality, diversity
- Fish Passage Surveys*
- Spawning Surveys*
- Survey of Riparian Floral Community: Species density, dominance, importance value, age and height distribution.
- Survey of Terrestrial Faunal Features: Map of trails, nests, beaver dens, and stream approaches.

9037

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L.

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-5-3(113)163

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Douglas
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80248

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/2/81

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Martin Creek - Anlauf Interchange

11. GENERAL DESCRIPTION OF WORK
Move Transformer for temporary lighting

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/2/81 as requested in Mr. Keasey's letter of 9/21/81 as being in the public interest for the use of Pacific Power and Light Company Forces to proceed with the above work. State Force Order No. 12 representing work performed by Pacific Power and Light Company is approved for a TEC of $327 Federal Funds $301.

RECEIVED
STATE HWY ENGR
OCT 6 '81
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig
10-6-81

14. DATE 9/28/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hos[illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-75)
PREVIOUS EDITIONS MAY BE USED

9657

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
August 31, 1981
Salem, Oregon 97310

FROM: Frederick W. Yarbrough
Soils Engineer

TO: Frank B. Terpin
Location Engineer

SUBJECT: Martin Creek-Anlauf Section
Pacific Highway I-5
Douglas County
Sta. B1044 Fill Failure

There was a fill foundation failure on the subject project about August 10, where about 400-feet of the south bound on-ramp from Cottage Grove broke the foundation and about 200-feet of it dropped 5-feet and shoved the SPRR tracks about a ½-foot.

The condition and design were reviewed with Ron Chassie, FHWA Geotechnical Engineer, Ed Johnsen, Doug Greene, Jim Gix, Elliott Parker, and others. It was agreed that the fill grade should be lowered as much as possible and that if ten feet lower could be achieved, the factor of safety in favor of stability would be 1.4. Actually a little over ten feet lower grade was achieved.

Soil shear tests which were made for the design of the RR overcrossing, about 600-feet away, showed a minimum shear strength of 600 pounds per square foot in eight tests between 8 and 23-feet depth. Analysis of the failure that occurred indicates that the foundation stress at failure was about 400 pounds per square foot. So, the real strength of the foundation turned out to be less than 70 percent of the strength that the design tests showed.

FYW:jh

cc: J. H. Versteeg
Ron Chassie
Duane Christensen
Ed Johnsen
Jim Gix
Doug Greene
Eliott Parker

✓ Versteeg
Anderson
Christensen copy to
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
SEP - 2 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

43
176
220
209
188
98
34
9.41 0"
T

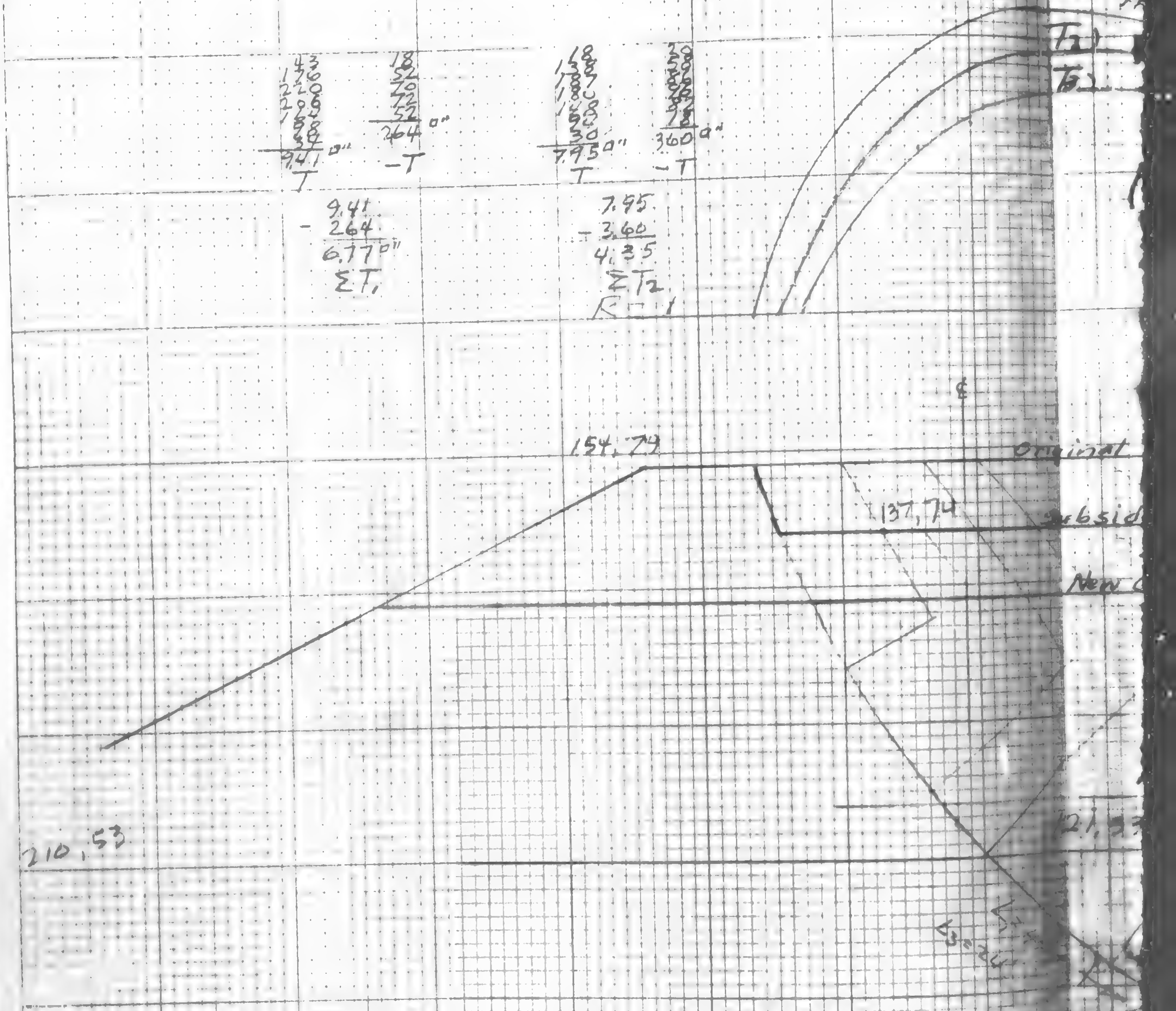
18
52
70
72
52
264 0"
-T

18
138
187
180
168
56
30
7.95 0"
T

28
58
88
68
98
78
360 0"
-T

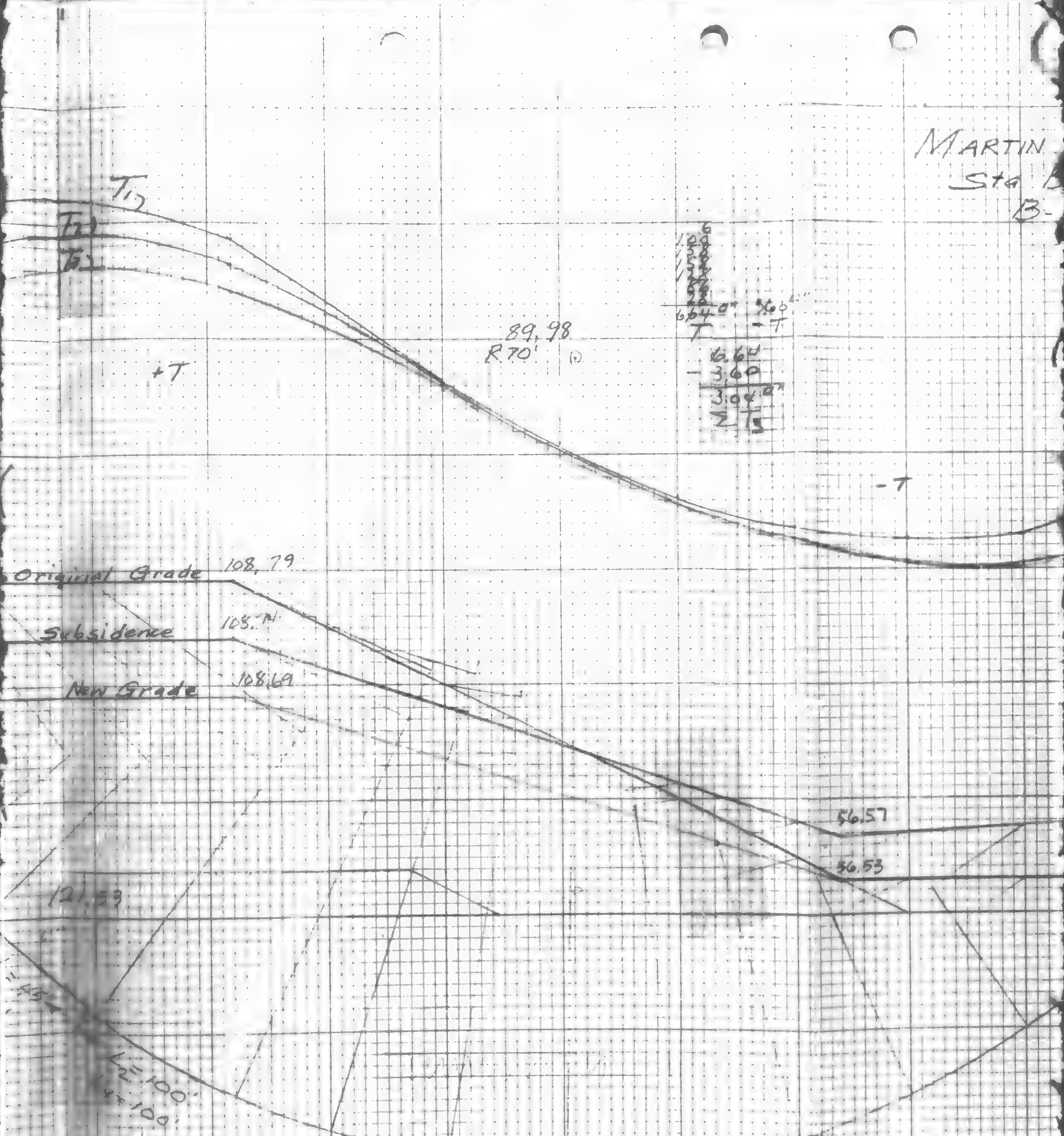
9.41
- 264
6.77 0"
ΣT1

7.95
- 3.60
4.35
ΣT2
R = 1


T2
T3
℄
154.74
Original
137.74
Subsid
New
210.53
121.5
L1 =
L3 = 24

10 X 10 TO THE INCH

MARTIN
Sta B
B-

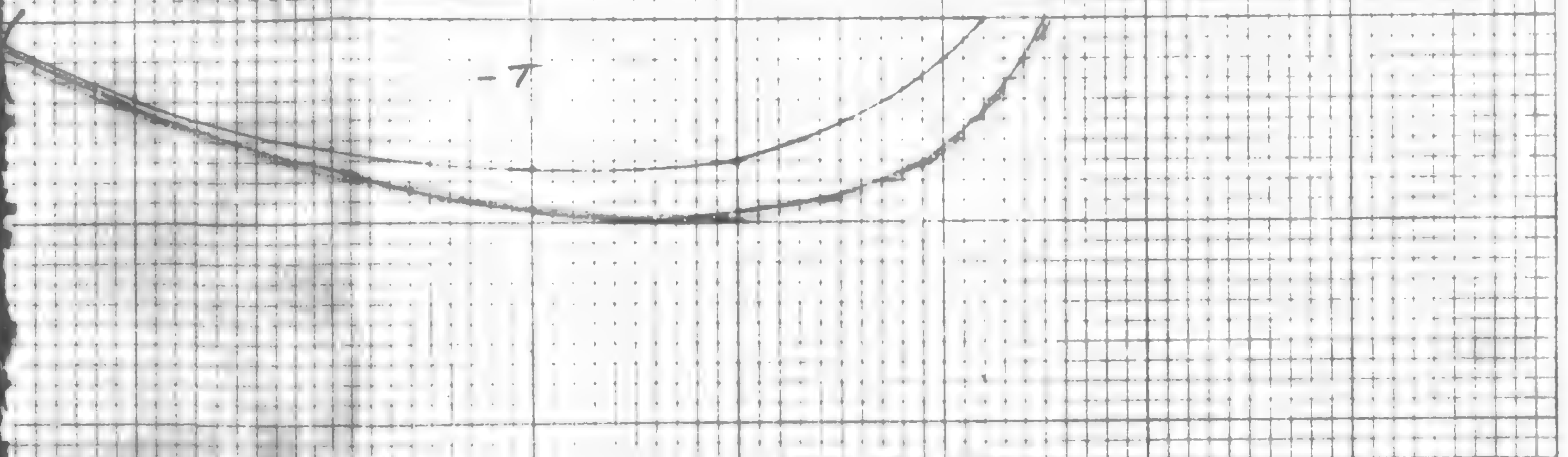


T1
T2
T3
+T
89.98
R70'
6
1.00
6.64
3.60
-T
6.64
- 3.60
3.04
2 T5
-T
Original Grade
108.79
Subsidence
108.74
New Grade
108.69
56.57
56.53
121.53
L2 = 100'
L = 100'

MARTIN CREEK - COMSTOCK
Sta B.1042-1046 Fill Failure
B-Line on ramp
1" = 10 FT

8-17-81

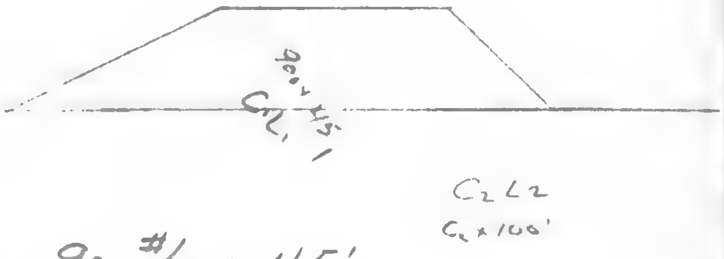
6.64
- 3.60
3.04


-T
56.57
31.58
56.53
25.53
0.53

Martin Creek - Comstock B1042-46 Fill Failure

F.Y. 8-17 81 F.Y. 8/24/81

$T_1 = C_1L_1 + C_2L_2$, $SF = 1$



$$C_2L_2 = T_1 - C_1L_1$$

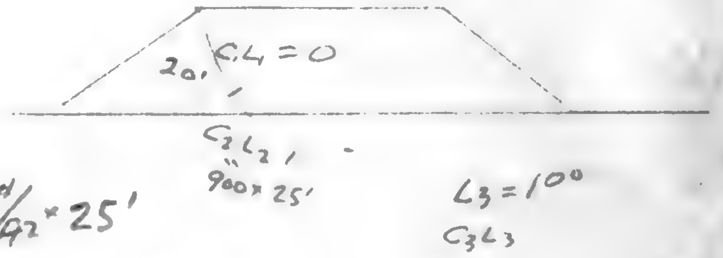
$$C_2 = \frac{T_1 - C_1L_1}{L_2}$$

$$C_2 = \frac{6.77^{\square''} \times 10^{'/''} \times 10^{'/''} \times 120^{\#}/ft^3 - 900^{\#}/ft^2 \times 45'}{100'}$$

$$= \frac{81{,}300^{\#} - 40{,}500^{\#}}{100'} = \frac{40{,}800}{100}$$

$$= 408^{\#}/ft^2 \text{, } \underline{\text{at failure}}$$

After slide subsided 5'



$$C_3 = \frac{T_2 - C_2L_2}{L_3}$$

$$= \frac{4.35^{\square''} \times 10^{'/''} \times 10^{'/''} \times 120^{\#}/ft^3 - 900^{\#}/ft^2 \times 25'}{100'}$$

$$= \frac{52{,}200^{\#} - 22{,}500^{\#}}{100'} = 29{,}700^{\#}$$

$$= 300^{\#}/ft^2$$

After grade is lowered 10' total

$$C_3 = \overset{T_3}{3.04^{\square''}} \times 10^{'/''} \times 10^{'/''} \times \frac{120^{\#}/ft^3 - 900^{\#}/ft^2 \times 25'}{100}$$

$$= \frac{36.500^{\#} - 22.500^{\#}}{100} = \frac{14000^{\#}}{100'}$$

$$= 140^{\#}/ft^2$$

2 2

B 1042-46 Fill Failure

FY 8-17 81 FY 8/26 81

$$S.F. = \frac{C_2 L_2 + C_3 L_3}{T_3}$$

$$= \frac{900\,\#/\text{ft}^2 \cdot 25' + 300\,\#/\text{ft}^2 \cdot 100'}{3.04\,\#'' \times 10\,\text{ft} \times 10\,\text{ft} \times 120\,\#/\text{ft}^3}$$

$$= \frac{22{,}500\,\# + 30{,}000\,\#}{36{,}500\,\#} = \frac{52{,}500\,\#}{36.500\,\#}$$

$= 1.44$, Safety Factor for stability

9037

L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9037

DATE: July 1, 1981

TO: Alfred Shirley, Jr.
Attn: Jim Gix

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Proposed Emergency Locked Gate Access
Wards Butte Road
Martin Creek-Anlauf Section
I-5 Contract No. 9037

In response to your May 26, 1981, letter concerning the emergency locked gate access at Wards Butte Road, I am attaching a copy of my letter to Scott concerning this request which has his comments noted thereon.

Please notify the Drain Rural Fire District that we are opposed to locked gate accesses anywhere where there is a feasible alternate route.

CTK:fr

Att.

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
JUL 2 '81
REFER TO
FOR

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9037

DATE: June 2, 1981

TO: H. S. Coulter
State Highway Engineer

FROM: C. T. Keasey CT Keasey
Assistant State Highway Engineer

SUBJECT: Emergency Locked Gate Access
Wards Butte Road
Martin Creek-Anlauf Section
Contract No. 9037 I-5

Attached is a request from the Drain Rural Fire District for a locked gate emergency access off the northbound lanes at Wards Butte Road on the subject section.

The location suggested by the Fire District would not be good, but Resident Engineer Doug Greene indicates that it would be quite easy to construct such an access in the southeast quadrant at very little cost since it could use the existing temporary off ramp.

Also attached is a response from John Sheldrake regarding a similar request at the Neal Creek structure south of Ashland on I-5, recommending strongly against granting such a breach in the access control. While we do have quite a few locked gate accesses along our freeways, mostly along I-84 in the Columbia River Gorge for maintenance and emergency use by the railroad and Bonneville Power Administration, I too recommend against granting such accesses where other means of access are available.

Please review this request and favor us with your wishes.

Scott - I don't think there is a safety problem if properly used as an exit only - However it is remote and could be abused -

R

CTK:fr

Att.

cc: Ed Hunter
R. L. Schroeder
Jim Gix

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO
FOR
Info | Inve | R/D | D/R | Sgn | A.I | File

I am opposed to it ~~an~~ allow locked gate access when there is an alternate - In a true emergency they could drive thru and cut the fence

HSC

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JUN 29 1981
CONSTRUCTION BRANCH
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STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

REGION NO. 10	REPORT ON Concrete Pavement	DIVISION Oregon
DATE OF INSPECTION 6-17-81	INSPECTION MADE BY H. A. Schell and R. W. Pillsbury	PROJECT NO. IR-I-5-3(113)163

IN COMPANY WITH
Messrs. Gix, Green, Glenn, Wilson, Procter, OSHD

RECEIVED
STATE HWY ENGR
JUN 26 '81
REFER TO
Kwaney
FOR

Info	Invest	R/D	D/R	Sum	Act	File

6/26

REMARKS

MARTIN CREEK-ANLAUF INTERCHANGE
PACIFIC HIGHWAY
Grading, Paving, Structures, Signing, & Illumination cy

Work Completed: 81%
Paving: 75%

Purpose and Scope of Inspection

One section of concrete pavement on the two NB lanes of I-5 just north of the Ward Butte structure (Sta. 18+25 to about Sta. 1090) has given evidence of significant "pop outs" in about 50 locations. This review was to verify Area Engineer Bryant's verbal report on the extent of the problem.

Findings

At the site we were accompanied by State Laboratory, Construction, and Region people in reviewing the pavement surface. The surface in the above section has "popped out" in only about 50 locations that are easily visible. These "pop outs" are probably due to slacking of lime balls which inadvertently got into the concrete mix. The balls received a considerable amount of moisture, expanded, and gave off gas and cracked the concrete surface and caused spalling where the lime was close to the surface. Some minor evidence of this lime can also be seen on the vertical face of the inside slab. The slab was poured May 28 and the section of concern involves about 600 cy. 7-day cylinder strengths were about 2500 psi; and 10-day cores taken from the slab gave strengths of about 2500 psi. The maximum size of the "pop outs" in only 2 locations were 6" across and about 1-3/4" deep. Most of the problem areas were less than 2" across. The surface imperfections are less than 1/10 of 1% of the surface area.

The reason for the extra lime is because of an uncleaned railroad cement car. It is estimated that about 1000 pounds of lime was inadvertently left in a Flintcote (Calauvous) railroad car and then filled with cement (100 tons) and sent to the Calauvous silo in Springfield, Oregon for use on the project. The railroad car was unloaded through a "grizzly" that removed all large chunks of lime and augered the remaining cement and 3/4" lime balls up into the 1,400,000 pounds storage silo. The material was then shipped to the site for use.

The State has refused to pay the Contractor for the paving in the problem

(continued)

area. In the meantime the Contractor has taken 4 cores of the slab and sent them to PCA for analysis. ODOT has also taken 4 cores and broke them to determine the strength and physical properties. In the meantime the State has allowed the Contractor to detour traffic over the slab as June 15 to keep the project moving.

Recommendations

It is recommended that we not participate in the cost of this section of pavement (the State has been informed verbally) until an analysis is made as to its acceptability. It is felt that the problem is not significant enough to be concerned with diverting detour traffic onto the slab. Consideration should be given to some accelerated concrete testing using the approximate proportions to determine if a reasonable pavement life cycle can be obtained.

9037

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9037

DATE: June 2, 1981

TO: H. S. Coulter
State Highway Engineer

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Emergency Locked Gate Access
Wards Butte Road
Martin Creek-Anlauf Section
Contract No. 9037 I-5

copy #2173 CON 10

Attached is a request from the Drain Rural Fire District for a locked gate emergency access off the northbound lanes at Wards Butte Road on the subject section.

The location suggested by the Fire District would not be good, but Resident Engineer Doug Greene indicates that it would be quite easy to construct such an access in the southeast quadrant at very little cost since it could use the existing temporary off ramp.

Also attached is a response from John Sheldrake regarding a similar request at the Neal Creek structure south of Ashland on I-5, recommending strongly against granting such a breach in the access control. While we do have quite a few locked gate accesses along our freeways, mostly along I-84 in the Columbia River Gorge for maintenance and emergency use by the railroad and Bonneville Power Administration, I too recommend against granting such accesses where other means of access are available.

Please review this request and favor us with your wishes.

Scott - I don't think there is a safety problem if properly used as an exit only - However it is remote and could be abused -

R

CTK:fr

Att.

cc: Ed Hunter
R. L. Schroeder
Jim Gix

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO
FOR
Info Inve: R/D D/R Sign Act File

I am opposed to it or other locked gate access when there is an alternate - In a true emergency they could drive thru and cut the fence,

HSC

[illegible]
TAH
6/26

ROW

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey, Assistant
State Highway Engineer

DATE: June 2, 1981

JB Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Emergency Lock Gate
Wards Butte
Martin Cr.-Anlauf Section
Douglas County

I received a carbon copy of the request for emergency lock gate on the above project. This problem does not concern Right of Way other than in a general sense. I do not believe that this problem is any different than a multitude of others that we have up and down the freeway system. Emergency lock gates are always a hazard even in areas remote to general public use such as the Columbia River Highway gates that the Union Pacific Railroad has in our access fence. Other lock gate accesses such as those that the Bonneville Power Administration has are generally fairly easily policed. A lock gate access such as we had at 122nd and Banfield was always a problem. The gate was left unlocked by the Fire Department and continued to be a problem of enforcement. The particular lock gate in question would be a similar problem. Any input that I might give would be a denial of the request.

JBB:jr

cc: John Sheldrake

Send copy to
H.S. Coulter

RECEIVED
STATE HWY ENGR
JUN 3'81
REFER TO
FOR

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JUN 3 1981
CONSTRUCTION
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STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE BRANCH

INTEROFFICE MEMO

TO: C. T. Keasey
Assistant State Highway Engineer-
Construction Branch

DATE: June 1, 1981

SUBJECT: Locked Gate Access Matter
Ward Butte Road
Martin Creek-Anlauf Section
Pacific Highway #1 (I-5)

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JUN 1 1981
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Jim Gix sent us a courtesy copy of his May 26, 1981, letter to you concerning subject.

Even though the attached median crossover warrants are preliminary and don't directly have anything to do with subject, they are related for the following reason:

The Jackson County Fire District #5 last year (and in prior years) petitioned us, with Representative Jim Weaver's assistance, to "reopen" the old construction access road located in the southwest quadrant of the Neil Creek Road overcrossing of I-5 just south of South Ashland Interchange, proposing a locked gate access for emergency use by fire trucks and rescue vehicles. A fairly good sized file is available here if you should need to review it.

We have resisted that proposal and denied it on several past occasions. We intend to continue denying it and somewhat stalled it off last year by telling the Fire District that the matter would be included in the median crossover study. They also wanted use of median barrier "holes" District 8 has used for several years to expedite plowing and sanding. Our preliminary crossover warrants do not permit any such median barrier installation anywhere in the state.

Maintenance would not favorably recommend any breach of access control at Ward Butte.

John W. Sheldrake
John W. Sheldrake
Maintenance Operations Engineer

JWS:ji
Attachment
cc: Alfred Shirley

OREGON STATE HIGHWAY DIVISION

Maintenance Branch

Preliminary Draft

Definitions and Utilization Warrants
Freeway Median Crossovers
(in preparation for Draft Administrative Rule)

I. Definition of a Freeway Median Crossover (as used in this Rule, freeway means fully access controlled throughway)

A. a surfaced roadway located generally at right angles to, between, and connecting the inside or median shoulder of the separate unidirectional through roadways of a freeway, and

B. designated as an officially approved installation by the placement of approved signs at the direction of the Oregon Transportation Commission, and

C. fully complying with the warrants adopted hereinunder this Administrative Rule.

II. Warrants For Consideration of Freeway Median Crossovers

A. in medians forty (40) or more feet in width measured at right angles between edges of paved shoulder, and

B. in a location providing adequate vehicle stopping sight distance, and

C. three (3) or more miles distant from an interchange, measured to the center of the undercrossing or overcrossing structure, and

D. one (1) or more miles distant from any other entrance or exit ramp, (i.e. safety rest area), and

E. one-half (1/2) mile or more distant from an undercrossing or overcrossing structure, and

F. not permitted in any median barrier, including metal guardrail, cable rail, or concrete median rail section, and

G. at locations not in conflict with any of the provisions of (A) through (E) above, and

H. upon the request of and accompanied by a statement of need from the Oregon Department of State Police, and

I. for winter maintenance where operation of snow removal and sanding equipment would be expedited.

III. When Median Crossovers May Be Utilized

A. in a bonafide emergency, or (as used in this Rule, emergency means a life-threatening incident or occurrence)

B. under fully signed and protected traffic control conditions, or

C. under official pilot car or traffic escort conditions, or

D. under direction of a police officer, or

E. until cessation of the emergency condition or situation, or

F. for winter operations, i.e. highway sanding and plowing.

IV. Who May Utilize Median Crossovers

A. Oregon State Highway Division maintenance vehicles.

B. Oregon Department of State Police vehicles.

C. Any fire department emergency response vehicle.

D. Any publicly or privately owned ambulance if such agency or firm has received prior written approval from the Superintendent, Oregon State Police.

V. Who May Not Utilize Median Crossovers

A. the general public, and

B. any person not listed in Section IV of this Rule.

JWS:sv
05/21/81

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: C. T. Keasey
Asst. State Highway Engineer

DATE: May 26, 1981

FROM: JAMES J. GIX
Region Construction Engineer

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CONSTRUCTION
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SUBJECT: Emergency Lock Gate
Wards Butte
Martin Cr.-Anlauf Section
Douglas County

Herewith copy of letter from Drain Rural Fire District asking for an emergency gate at the subject undercrossing structure. Also enclosed is the photograph showing the fire district's proposal. Senator Kitzhaber is an emergency room physician at the Douglas Community Hospital and will undoubtedly support some concession for emergency response time.

This matter came up at the time of the original hearing. The proposal as shown on the photo is not feasible since the approach fill was left undersize to accommodate the temporary ramps. The approach guardrail will effectively block off this approach after the slope is brought up and shaped.

It would be feasible to leave an approach on the far side, however, it would cause problems with access control since local residents would no doubt attempt to use it.

The total out-of-direction travel is 2.70 miles on new surfaced freeway and frontage roads.

I would suggest we run this through traffic and maintenance and direct a decision back from the Highway Engineer's office since there is a political side of this question.

If any more information is needed, D. W. Greene could provide you with estimates, etc.

jjg/cw
Encl.

cc R. L. Schroeder
D. W. Greene
Jack McCormick

Contains Recycled Materials
125-1387

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
May 21, 1981

SUBJECT: Lock gate at Wards Butte

FROM: D.W. Greene
Res. Engr.

TO: Alfred Shirley Jr.
Region Engineer
Roseburg, Oregon

Attached is a letter from Drain Rural Fire District requesting a lock gate access from I-5 highway to Wards Butte Road.

I would recommend that if this access is permitted it be left up to further study as to whether it be granted on the construction off ramp or the construction on ramp as requested. My present plan is to flatten the slope from the creek to the Wards Butte Road to better stablize this slope.

DWG:mac
Enclosures

ROSEBURG REGION
RECEIVED
MAY 26 1981

[✓ RE]	RME	[✓ RCE]	ROE	TE
RUE	DES	RSR	RPR	RLE
GEO.	FAE	RBI	AA	

Drain-Rural Fire District

P.O. Box 158 — Drain, Oregon 97435

15 May 1981

OREGON STATE HIGHWAY DIVISION
RESIDENT CONSTRUCTION ENGINEER
RECEIVED
MAY 18 1981
NOTED:
☐ ☐ ☐

Oregon State Highway Division
Attn: Mr. Doug W. Green
Resident Engineer
1849½ Garden Avenue
Eugene, Ore. 97403

Mr. Green:

The Drain Rural Fire District covers over Thirty square miles of area in Northern Douglas County. I-5 goes through our district which extends to the Lane-Douglas County line. Emergency services, i.e. police, fire and medical, have a deep concern with the development of the wards butte exit and access off I-5. You identify the project as Martin Creek-Comstock section --Contract #9037.

Enclosed you will find two photos showing the east side as viewed from the north west. Several people have been contacted by phone and you asked for us to put in writing our concerns and suggestions. We felt the photos would help clarify our communication.

Currently, as in the past, we can gain immediate access from the north-bound lanes to the residents living off of the Wards Butte roads. We understand with the completion of the construction project that there will be no access directly from either north or south. All emergency services come from the south as they are all provided by Douglas County. When the project is complete we will be faced with a 5 to 10 minute delay, depending on the type of equipment responding, as all will be faced with going into Lane County and returning on the west side access road to the over-pass location.

We have a suggestion:

Notice that I have drawn a proposed barrier gate on the current north east on ramp. Eliminate the off ramp on the other side, south east, but retain the on ramp for emergency locked gate access only. By placing the barrier gate half way up the ramp there would be room for equipment to stop off the freeway and not cause a safety hazard when they stop. Access time delays would be eliminated by not traveling into Lane County and returning on the access service road. The road is already in position and paved. The cost of this modification is nil. The safety question has been answered by placing the gate off the freeway and out of north bound line of vision. One Life saved!!--would more than pay for this minor change in plans. Please advise us of your decision.

Sincerely,

John G. Kilburn
Chairman

Copy:
John Kitzhaber-
State Senator-23rd Dist.

P.S. Sorry, only one photo.

FILE: MAT

In[illegible]l and Circulate

STATE OF OREGON INTEROFFICE MEMO

TEB
WCB
JOB
ARHB

TO: D. W. ~~G~~reene
Resident Engineer

DATE: May 26, 1981

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr. JEWilson
Asst. Engineer of Materials

Subject: Use of Water Reducer and Reduced Cement Factor for PCC Paving on Martin Creek-Anlauf Int. Section, Contract #9037

RECEIVED
MAY 27 1981
ROAD DESIGN SECTION

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We have discussed the suggestion by Jack Harding with Master Builders that we replace 47 pounds of cement with 26 ounces of Pozzolith 300N water reducer in PCC paving on the Martin Creek-Anlauf Interchange project. In general there is concern regarding the possible reduction in long-term durability of the concrete or pavement surface from lowering the cement factor. It has been found that most agencies allow the use of water reducers to improve mix workability, reduce water-cement ratio and provide the design strength at a minimum cement factor. However, few agencies allow the substitution of admixture for cement when the cement factor is less than 564 pounds per cubic yard.

The following is a brief outline of information from agencies contacted:

California Highway - Used water reducer as replacement for 47 lbs. of cement in their 564 lb/yd^3 mix on one project on a trial basis as a cost incentive. Their current policy does not allow cement replacement with the use of water reducers because they did not obtain the expected flexual strength and uniformity of strength with this arrangement.

Washington Highway - Allow the use of water reducers to provide design strength when the cement factor demand is greater than 565 lbs/yd^3. The use of a cement factor below 565 lbs. is not allowed.

Portland Cement Association - Concerned about possible reduction in long-term durability and increased shrinkage resulting from the use of water reducer in PCC paving. Compressive strength is a design tool and does not necessarily relate to durability.

Iowa Highway - Allows the use of water reducers to replace 5 to 8 percent of the design portland cement content. Their design cement factor is 626 lbs/yd^3 which allows a minimum cement content of 576 to 594 lbs/yd^3.

American Concrete Pavement Association - Some States allow the replacement of cement with water reducers. They have heard of no pavement durability problems directly related to the reduction in cement factor from the use of water reducers.

Illinois Highway - Allowed the use of water reducers since 1956. They have experienced better dispensation of cement from the use of water reducers and their required 75 second mixing time. A 30 lb. reduction in cement factor from their design of 565 lb/yd^3 is allowed with the use of an acceptable water reducer. They have not experienced pavement wear problems but have had problems with "D" cracking from disintegration of aggregates.

Michigan Highway - Allows the use of water reducers with cement factor reduction for their 6½ and 7 sack PCC paving mixes. They do not allow cement factor reduction with the use of water reducers for their 5½ and 6 sack mixes.

For our trial use of Pozzolith 300N water reducer on the Martin Creek-Anlauf Interchange project, we would consider a 25 lb. to 30 lb. cement factor reduction acceptable with the provision that no surface water be added during finishing operations. The advantage to the State would be the controlled uniform strength of the surface mortar and the benefit to the contractor being the improved mix workability for their placement and finishing operations.

JEW:gs

cc: C. T. Keasey
J. H. Versteeg
A. Shirley

9037

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-22-81

FEDERAL AID PROJECT NO. I-IR-5-3(113)163

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80248

COUNTY NAME Douglas & Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
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REFER TO Moehring

Orig to

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5/17/78	9/17/80	Interstate 5	Primary 1

GENERAL LOCATION:

Martin Creek - Anlauf Interchange Section

GENERAL DESCRIPTION OF WORK:

Second adjustment of utility pole

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility adjustment
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/14/81 this will confirm the advance approval date of 9/17/80 to proceed with the second adjustment of utility pole TD-13 by Douglas Electric Cooperative at a TEC of $1,457.96 Federal Funds $1,345.

Approval and Participation for the eligible portion of the Work Authorized above is subject to the Provisions of the Federal aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/22/81	G. K. Hessner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-085

9037

ROW 18-4

January 14, 1981

Contract No. 9037

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Second Relocation of Power Pole
Douglas Electric Cooperative
Martin Creek-Anlauf Interchange Sec.
Pacific Highway
Douglas County
Project No. I-IR-5-3(113)165

NOTED
E. S. HUNTER

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TECHNICAL SERVICES
JAN 14'81
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Info	Inves	R/A	D/R	Sign	Act	File

Here is a copy of an estimate of cost for the second adjustment of a Douglas Electric Cooperative power pole TD-13 dated December 29, 1980, and a sketch showing their proposed relocation.

The location for the first adjustment of pole TD-13 was approved in error by the State Highway Division. The conflict was not originally anticipated, therefore, the cooperative was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the cooperative's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 17, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,457.96.

DES/JMC/llr
Enc.
cc: E. S. Hunter
Jack M. Cartwright
John Christopherson
Rich Evans

9037

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
Construction Engineer

DATE: December 4, 1980

FROM: Donald L. Trout
Final Project Development Coordinator

SUBJECT: Martin Creek-Anlauf Interchange
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

During a visit to the Portland Office of the Oregon Department of Fish and Wildlife on December 3, 1980, a member of their staff expressed concern to me that the above project had not been "winterized".

DLT:ab
cc: Alfred Shirley, Jr.
E. S. Hunter

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TECHNICAL SERVICES
DEC 4 '80
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FOR

Info	Invest	R/D	D/R	Sign	Apt	File

9-37

L.

TRA

DATE: December 3, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Design Review Team on Traffic Safety
in Highway and Street Work Zones

Copy
#9061
ORG 10
PRO 6 Jo.

For this year's review we selected two projects: One interstate and one primary which were inspected on November 25, 1980.

Martin Creek-Comstock Section
Pacific Highway
Lane and Douglas Counties

Junction City-Airport Road Section
Pacific Highway West
Lane County

Field personnel were contacted at the sites and commented that both the traffic control plans were well thought out and a drive through the two areas bore this out. Both resident engineers made minor revisions to the plans to better fit the traffic staging.

There have been three fatalities in one accident on the primary highway and one fatality and a truck pile up on the interstate job. None of these could be attributed to any fault in the traffic plan.

Both projects operate well and confirm our design practices for temporary protection and direction of traffic.

DNS:GNH:ab:mk jh
bc: C. T. Keasey
George Hopkins

#037 L.

STATE OF OREGON
HIGHWAY DIVISION - REGION 3
440-3399

INTEROFFICE MEMO

TO: All Engineering Crew Members
Crews 080-20 and 080-30

DATE: November 6, 1980

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: 1980 Construction Season
Martin Cr.-Anlauf Section
Pacific Highway
Douglas County

We are nearing the end of the 1980 construction season on the largest single project and one of the most complex ever attempted in this region and possibly the state. We have probided layout, inspection and administration for a project that went on a sustained rate of over one million dollars of contract work per week through the peak periods.

We have had our problems with illness in key positions and a shortage of experienced personnel. The results of our efforts have been very satisfying. This could only have been achieved by a combination of individual efforts and a display of loyalty beyond the call of duty.

We all know the results were not perfect, however, you should be aware that Bud Shirley and I are aware of your efforts and we are proud to have you all on board.

jjg/cw

cc H. S. Coulter
C. T. Keassy
D. W. Greene
Ron Busey
Carl Hobson

11-13 cy

Gix - good letter R

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STATE OF OREGON **INTEROFFICE MEMO** 1-5

Highway Construction 378-6318 FILE: CON 5

TO: Jim Gix
Region Construction Engineer

DATE: November 4, 1980

Gary Hopkins

FROM: George Hopkins
Construction Operations Engineer

SUBJECT: Flex Drum Plastic Safety Markers
Martin Creek-Anlauf Section
Contract No. 9037

Response to your October 14th letter has been delayed pending completion of testing by the Materials Section.

The testing showed that the Flex Drum Safety Markers, as modified by the supplier, performed satisfactorily. They were stable, resiliant and not prone to roll when actually overturned.

Please proceed to negotiate with the contractor for use of these safety markers as indicated in your October 14th letter.

GH:mk

cc: John Jenkins
Hal Versteeg
Doug Greene
Dave Glenn
Floyd Lacey

Initial and Circulate

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11-7-80
Drum with sand do-nut on it
is acceptable by Constr. & Road
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BY FINAL DESIGN ENGINEER

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1-5

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: C. T. Keasey
Assistant State Highway Engineer

DATE: October 14, 1980

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Flex-Drum Plastic Safety Markers
Martin Creek-Anlauf Section
Pacific Highway
Lane/Douglas County
Contract No. 9037

Peter Kiewit Sons' Co. has requested a change in specifications to allow the use of the flex-drum safety marker on the subject project. Ron Busey's report and package supporting this change is attached.

My observations are that it does the same function as the two "approved" brands. I frankly am skeptical about any great savings using this marker as no statistically controlled comparisons are furnished. Since the specification is a warmed over manufacturer's spec, I feel that a broadening based on function would be desirable to increase the competition and bring down the cost.

Since the contractor has not furnished a detailed breakdown of costs with invoices, etc., it is difficult to arrive at a satisfactory price adjustment. The state has furnished the bulk of the evaluation and is entitled to share in any cost savings. I would recommend approval based on an equal share of the savings of $1.50 or more per unit.

Please advise if you have any objections to a specification change or if we should go ahead with a price adjustment.

jjg/cw
Attach.

cc J. H. Versteeg
D. W. Greene

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 22, 1980

FILE:

FROM: F. W. Yarbrough
Soils Engineer

TO: C. T. Keasey
Construction Engineer

Attention: E. L. Johnsen

SUBJECT: Martin Creek-Comstock Section
Pacific Highway
Douglas County
Rock Buttress, Sta. 39 to 44

Analysis of the recent slope failure during excavation in the slope we have known as the Station 42 slide shows a considerably lower soil strength than was used in the design of the rock buttress for the slide section shown on the project plans.

Therefore, it is recommended that the buttress width be increased to 40-feet width as shown on attached cross-section drawing.

The analysis and this recommendation were determined jointly by consultation with the FHWA Geotechnical Engineer, Ron Chassie.

FWY:af

cc: Duane Christensen
Frank Terpin
Ron Chassie
Tom Lowe

Fy.

1 Versteeg ✓
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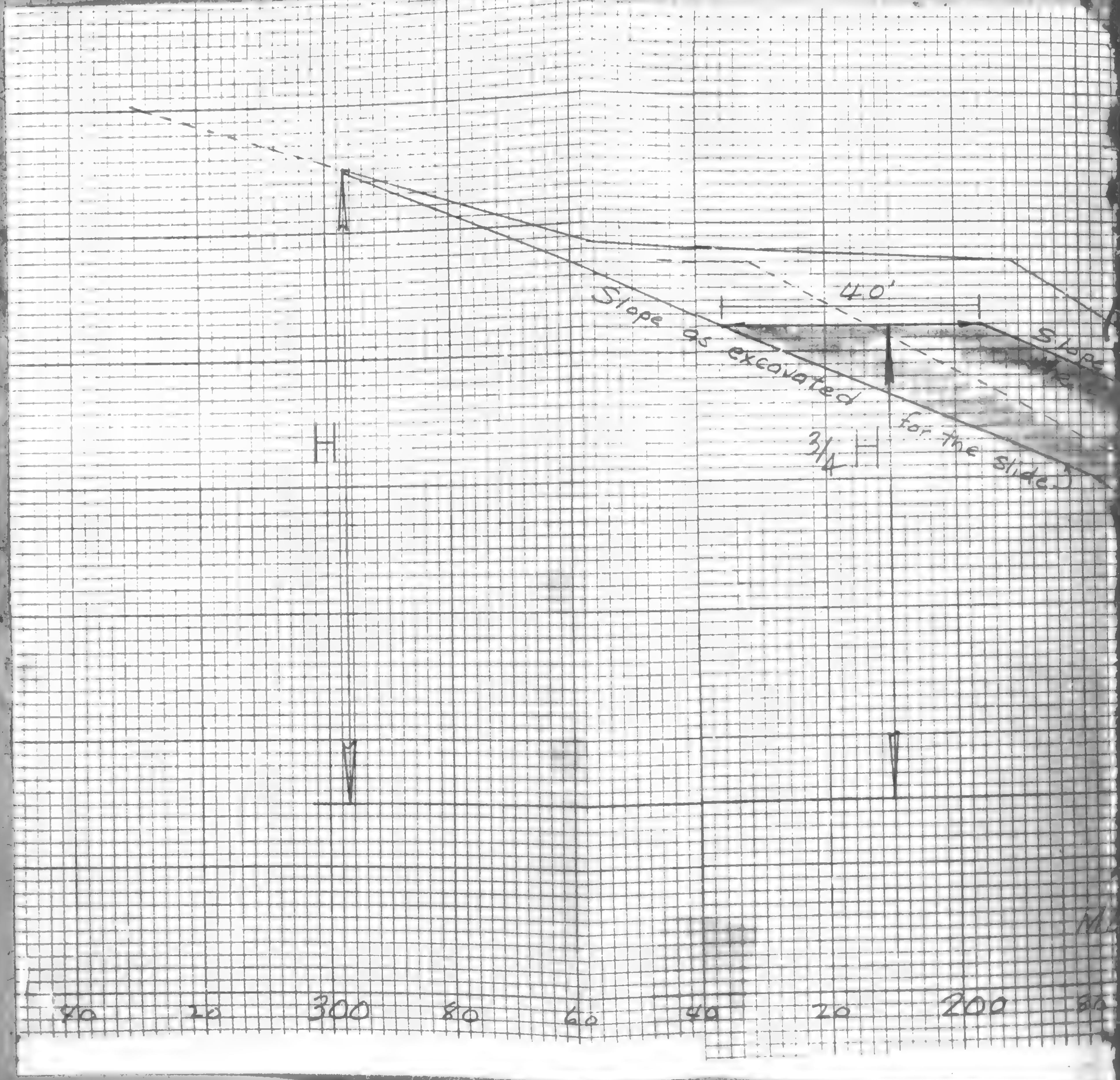
Slope as excavated for the slide
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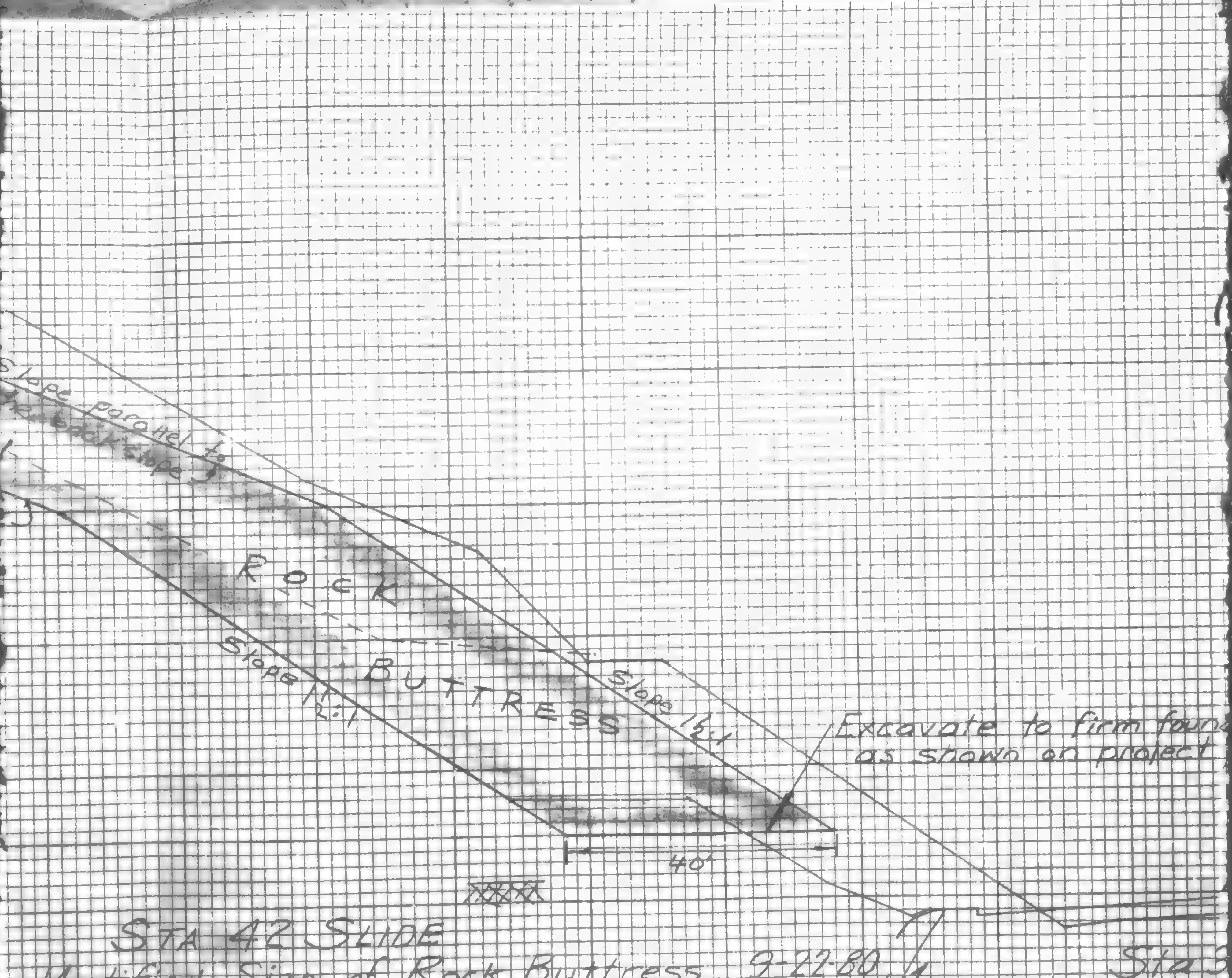
Slope parallel to the back slope
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Slope 1½:1
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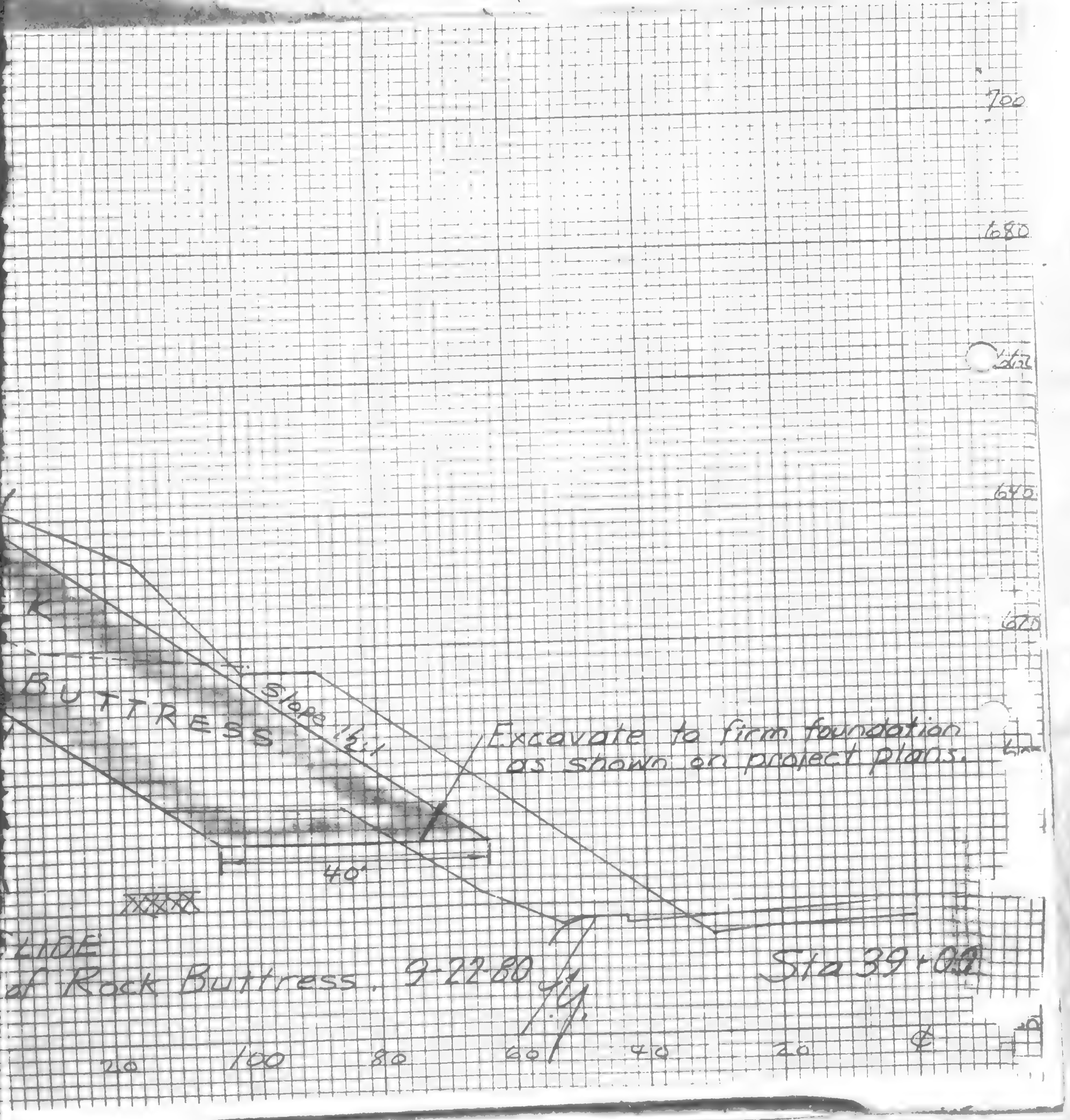
STA 42 SLIDE
Modified Size of Rock Buttress. 9-22-80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BUTTRESS
Slope 1½:1
Excavate to firm foundation
as shown on project plans.
40'
LIDE
of Rock Buttress. 9-22-80
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Form 81-734-3208

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

1-P

Project Name Martin Creek - Anlauf Section

Date September 10, 1980

Highway Pacific

Contract No. 9037

County Lane / Douglas

Prefix 610-1093

Contractor Peter Kiewit Sons' Co.

F. A. Project No. I-IR-5-3(113)163

Address P.O. Box 1777, Vancouver, WA. 98668

Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct a concrete cut-off wall at the bridge end and remove fractured concrete from columns at Bent 1.

Location by station numbers:

Bridge No. 7469B; Sta. 240+90

Estimate of quantities and cost:

Labor	$ 1,500.00
Equipment	500.00
Materials	1,000.00
TOTAL	$ 3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Constructing the cut-off wall and removing the fractured concrete were not part of the contract work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $

Present estimate of project costs, including

$ for work under this order $

Expected under-run over-run amount $

Expected under-run over-run per cent

Space to right of this line is for use of Salem Office

Submitted by: Ronald V. Busey
Ronald V. Busey, Resident Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended:
Regional Engineer

Approved
Construction Engineer

9-3-80

[illegible]

OS 9-29-80

STATE OF OREGON

INTEROFFICE MEMO

REFERRED TO
Beard ___ Stoudenmeyer
2 Cole 1 Mann NEI
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Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINE

DATE: August 29, 1980

TO: MEMO TO THE FILES

FROM: Bob Whitby
Final Design Unit

SUBJECT: Martin Creek-Anlauf Interchange
Pacific Highway
Lane and Douglas Counties

1 Versteeg ✓
4 Anderson
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Read, Sign & Return
W.E.C.

Field review of the above project was conducted by Ron Busey, Resident Engineer, August 7, 1980. In attendance were:

Bud Mann, Final Design
Bob Whitby, Final Design
Bob Gettis, Final Design
Merle Anderson, Landscape

R.C.
ind

The purpose of the review was to observe the scope of the work, particularly retaining walls, drainage, structure sites, earthwork, slide corrections, stage construction programs, etc., and make an informal evaluation of the progress of the work.

1. CHANNEL CHANGES

Most underway, progressing very smoothly. Riprap not yet in place. The erosion control measures on channel changes (siltation dams) appear to be working very well. Approximately 8- to 24-inches of mud and silt is trapped above each dam. This must be cleaned out before the fall rains. Water below the siltation dams appears reasonably clean.

2. SERATED SLOPES

These are very ugly from the highway--rough and ragged. Some green appears to be showing in spots. After climbing up to investigate 2 or 3 sites, I changed my mind about them. At closer inspection, a good crop of grass becomes visible--it doesn't show from the highway yet, but it's growing. Looking along parallel to the serations, growth is very apparent.

Anderson had a couple of comments to make about mulch, or lack of same. Some slopes were seeded last spring and show more growth than others. Probably all will need reseeding again before the fall rains.

We all agreed that the serations will perform well, reduce erosion, and encourage early growth on the slopes.

1-335 1387

3. SLIDES

Small pop out slides observed on a channel change at the south end of the project. Doesn't appear to be dangerous. Contractor will correct.

A large slide was observed at Sta. 124 to Sta. 127. This is an area intended to receive a massive rock inlay. Slide breaking out at old break line on hillside, high above cut. Resident Engineer expects to clean out material and get rock inlay in place before the wet weather.

4. RETAINING WALLS

Bin type retaining walls under construction are progressing rapidly and without trouble. Walls look good, neat and clean. Resident Engineer indicates no problems in their construction, required minimum supervision.

Reinforced earth walls under construction are progressing very smoothly and quickly. Walls look smooth and clean, very neat. Contractor and Resident say they go up quickly with a minimum of problems. Very slight bulge in one wall observed. Trouble caused by compaction equipment in back of wall. Not important enough to repair or replace.

Rock gabion walls, progress is much slower on these walls--too much hand labor. The wall at Sta. 14+50 to 17+50 is approximately 50% completed. It looks very good. Wall at Sta. 108 to 110 is about 65% completed. It also looks good, but work is progressing very slowly. Close inspection indicates more small stones (4-inches or smaller) than I would like to see. Easily removed several small stones from inside the baskets with my finders. Upper layers of wall are much better, possibly going to the other extreme. Nothing but 8- to 10-inch stones. This is not a good gradiation, from 4- to 10-inches. Resident Engineer is going to watch gradiation more closely in the future.

Otherwise, all walls look good. They are straight, no bulges in the baskets, and all baskets appear to be laced together properly. All membranes and cross-wires are in place and properly tensioned. The Resident Engineer and we all feel that there is too much hand labor going into these baskets. Certainly some better mechanical method of filling the baskets could be devised.

Oddly enough, gabion walls should be the least expensive of all the walls, but on this project are turning out to be the most expensive. A quick rundown of engineering estimates and contractor bids are as follows:

TYPE OF WALL	ENGINEER'S ESTIMATE	CONTRACTOR'S BID
Gabion Walls	$25.50/Sq. Ft.	$36.00/Sq. Ft.
Bin Walls	$31.00/Sq. Ft.	$24.50/Sq. Ft.
Reinforced Earth Walls	$27.60/Sq. Ft.	$36.60/Sq. Ft.

These prices include structural excavation, backfill, material installation, and embankment foundation stabilization.

5. We looked at the special drainage program at Sta. "T"21+50 (at Comstock). Neither Gettis nor I can believe our special manhole, special inlets, and 326-feet of 24-inch pipe are really needed. We designed for ±50 cfs (all documented and properly accounted for); and the only evidence of water movement is confined to a small 6-inch deep, 18-inch wide ditch. If there is ever 50 cfs it must be in a sheet flow, certainly not confined to a narrow area or the existing ditch. More exacting preliminary data from the field might have eliminated over-designing at this point and saved a great deal of money.

All other drainage programs on the project are progressing well, no serious problems.

6. STAGE CONSTRUCTION PROGRAM

The button hook turnaround at Martin Creek is working very smoothly. Local and construction traffic are not handicapped upon entering the highway.

The Ward Butte structure is nearly completed and is in use by construction and local traffic. The temporary ramps at this location are messy looking, but function very well. Highway traffic does not seem to be adversely affected by the construction work or the staging.

Considering the amount of traffic, work, equipment, etc., I feel that the traveling public is not seriously hampered or bothered in this work area. Temporary barriers are in place, look good, no serious safety hazards observed.

Plastic barrels (barricades) are non-standard but seem to function. They have too low a center of gravity to meet our Standard Specifications. Bill Beard is aware of this and already registered his disapproval.

The opportunity to talk to the Resident Engineer and his staff and to the workmen on the job was most educational.

The visual inspection of the project during construction provides a golden opportunity to evaluate our plans--to determine where we may be "building problems", over- or under-designing, or wasting money and materials. It is also gratifying to see a project progressing smoothly toward completion without encountering too many problems or complications.

I think every designer would benefit from an inspection trip to one or more of his projects during the construction period.

BW:ab
cc: C. T. Keasey
Alfred Shirley, Jr.
F. E. Terpin
Ron Busey

9037

RECEIVED
Jackmond
Hopkins
JUL 28 1980
CONSTRUCTION BRANCH
Church

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

EUGENE, OREGON
JULY 24, 1980

FROM: Ronald V. Busey
Ronald V. Busey
Resident Engineer

TO:
Alfred Shirley, Jr.
Region Engineer
Roseburg, Oregon

SUBJECT:
Removal of damaged structure
Sta. 288 Stage III, Phase 16
Martin Creek-Anlauf Inter.
Pacific Highway
Lane/Douglas County
Contract #9037

Attn: Jim Gix

As you are aware, a shot to remove material to construct Stage III, Phase 1 Anlauf resulted in closure of the southbound lanes of the freeway. The structure at 288 was in Phase 1A with the east approach span removed.

The shot knocked one column out and did serious damage to another. The remaining two columns were cracked but in place.

We cleared the lanes and restored traffic, which was detoured around the area. A temporary wood support was installed to replace the missing column. The contractor then resumed excavation of Phase 1A.

On Monday, July 14, the contractor asked to be allowed to detour traffic and remove that portion of the structure over the southbound lanes of the freeway. They felt it was too risky to work so close to the damaged columns as would be required to complete Phase 1A. I agreed with their assessment.

This resulted in our phone conversation of July 15, in which I advised you of our intentions and we discussed the conditions under which we would allow this operation.

I met with P.K.S. project manager on July 15 and we agreed on the plan and I requested a sketch. I received his sketch and wrote a letter approving the plan with four conditions. The contractor's plan and my letter are attached.

The contractor detoured traffic and began bridge removal at 7:00 A.M. on Thursday, July 17, 1980. At 10:00 A.M. the structure dropped and was removed and traffic restored to its normal route.

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When the beams were severed, the structure came straight down. The damaged columns collapsed, which confirmed our assessment of their condition.

Work has now resumed on Phase 1A and the remains of the structure will be removed in accordance with sheet 2J5 of the construction plans.

XC: Coulter
Hart

Enclosures
cc: Const.

RVB:mec

5443

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 11 1980
NORMA PAULUS
SECRETARY OF STATE

July 10, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#9037

RECEIVED
JUL 11 1980
NORMA PAULUS
SECRETARY OF STATE

Mr. Jerome B. Buckley, Jr.
Carney, Probst & Cornelius
Attorneys at Law
1618 S.W. First Avenue
Portland, OR 97201

Dear Mr. Buckley:

This will acknowledge receipt of your letter of July 2 with the attached Notice that Northwest Ironworkers-Employers Trust Funds has a claim for fringe benefits due to the employees of Emmett A. Moss, dba Hard Hat Construction Co., working under the jurisdiction of the International Association of Bridge, Structural, Ornamental and Reinforcing Ironworkers, Local No. 29. The claim is for $1,468.56 together with interest, liquidated damages and attorney fees.

The claim states this is in reference to the Peter Kiewit Sons' Company Contract No. 9037 for work on the Martin Creek-Anlauf Interchange Section of the Pacific Highway in Lane and Douglas Counties.

The Aetna Casualty and Surety Company furnished the bond on this contract. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been satisfied.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: The Aetna Casualty & Surety Co.
200 S.W. Market Street
Portland, OR 97201

Peter Kiewit Sons' Co.
215 S. "V" Street
Vancouver, WA 98663

bc: ✓ Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

Noted on Card
7-16-80 dmc

RECEIVED
16
COMMIS VICES
DEPARTMENT OF TRANSPORTATION

CARNEY, PROBST & CORNELIUS
ATTORNEYS AT LAW
410 RIVIERA PLAZA
1618 S. W. FIRST AVENUE
PORTLAND, OREGON 97201

RICHARD R. CARNEY
LEO R. PROBST
DARRELL L. CORNELIUS
LEO N. PROBST
JEROME B. BUCKLEY, JR.
JAMES W. KASAMEYER
EDWARD C. OLSON
PAUL C. HAYS
LYLE O. ROBERTSON

TELEPHONE
221-0611
AREA CODE 503

July 2, 1980

Commission Services
State of Oregon
Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Att: Karen

Re: State Highway Project - Contract No. 9037

Gentlemen:

Enclosed for filing is a Notice of Claim on behalf of Northwest Ironworkers-Employers Trust Funds. You may recall that the claim arises out of work performed on metal buildings adjacent to the highway in which the general contractor on the above contract no. 9037 received his contract. It is our client's contention that since the erection of the buildings is solely a result of the State Highway contract, that the general contractor's bond should cover this work.

Please let me know if you need any further information in evaluating this claim.

Very truly yours,

CARNEY, PROBST & CORNELIUS

Jerome B. Buckley, Jr.
JBB:bjw
Enc.
cc to: Herman Siqueland
LeRoy Worley
Frank Hastie
NW Ironworkers Trust Adm.

RECEIVED
JUL - 3 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

To:
COMMISSION SERVICES
STATE OF OREGON DEPT. OF TRANSPORTATION
121 TRANSPORTATION BUILDING
SALEM, OREGON 97310

Notice is hereby given that the

-------NORTHWEST IRONWORKERS - EMPLOYERS TRUST FUNDS ---------

has a claim for fringe benefits due to the employees of EMMETT A. MOSS, dba HARD HAT CONSTRUCTION CO. working under the jurisdiction of the INTERNATIONAL ASSOCIATION OF BRIDGE, STRUCTURAL, ORNAMENTAL AND REINFORCING IRONWORKERS, LOCAL NO. 29, in the sum of ONE THOUSAND FOUR HUNDRED SIXTY-EIGHT AND 56/100 DOLLARS ($1468.56), together with interest, liquidated damages and attorney fees, against the bond issued on November 9, 1979, Bond no. _________, on which PETER KIEWIT SONS' CO., General Contractor, is the principal, THE STATE OF OREGON HIGHWAY DIVISION, STATE OF OREGON ------------------------ is the owner and THE AETNA CASUALTY AND SURETY COMPANY ---------------- is the surety for that project known as OREGON STATE HIGHWAY DIVISION, CONTRACT NO. 9037 FOR MARTIN CREEK - ANLAUF INTERCHANGE SECTION ON PACIFIC HIGHWAY, LANE AND DOUGLAS COUNTIES, OREGON.

Dated: July 2, 1980.

CARNEY, PROBST & CORNELIUS

Jerome B. Buckley, Jr.
Of Attorneys for NORTHWEST
IRONWORKERS-EMPLOYERS TRUST FUNDS

RECEIVED
JUL - 3 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

261-1199 6-23-80 files 14025 L

#9037

CALIFORNIA PRELIMINARY NOTICE

IN ACCORDANCE WITH SECTION 3097 AND 3098, CALIFORNIA CIVIL CODE

THIS IS NOT A LIEN. THIS IS NOT A REFLECTION ON THE INTEGRITY OF ANY CONTRACTOR OR SUBCONTRACTOR

OWNER COPY

CONSTRUCTION LENDER or
Reputed Construction Lender, if any.

[redacted]

FOLD HERE

Contract # 9037

OWNER or Reputed Owner (on private work) or PUBLIC AGENCY (on public work)

Oregon Department of Transportation
Salem, Oregon 97310

Construction loan no. ____________ (if known)

FOLD HERE

ORIGINAL CONTRACTOR or
Reputed Contractor, if any

[redacted]

YOU ARE HEREBY NOTIFIED THAT

VSL COPORATION
(name of person or firm furnishing labor, services equipment or material)

101 Albright Way
Los Gatos, CA 95030
(address of person or firm furnishing labor, services, equipment or material)

has furnished or will furnish labor, services, equipment or materials of the following general description:

Post-tensioning
(general description of the labor, services, equipment or material furnished or to be furnished)

for the building, structure or other work of improvement located at: Martin Creek seven miles south of Cottage Grove
(address or description of job site sufficient for indentification)

The name of the person or firm who contracted for the purchase of such labor, services, equipment or material is:

Peter Kiewit Sons' Company
P.O. Box 1777
Vancouver, WA 98668
(name and address of person or firm)

An estimate of the total price of the labor, services, equipment or materials furnished or to be furnished is:

[redacted]
(Dollar amount must be furnished to construction lender-optional as to owner or contractor)

Trust Funds to which Supplemental Fringe Benefits are Payable.

Iron Workers Trust S. F.	
(name)	(address)
(name)	(address)
(name)	(address)
(name)	(address)

(Material men not required to furnish the above)

Dated June 22, 1980

Contracts Manager
(signature) (title)

Telephone Number (408) 866-5000

NOTICE TO PROPERTY OWNER

If bills are not paid in full for the labor, service, equipment, or materials furnished or to be furnished, a mechanics' lien leading to the loss, through court foreclosure proceedings, of all or part of your property being so improved may be placed against the property even though you have paid your contractor in full. You may wish to protect yourself against this consequence by (1) requiring your contractor to furnish a signed release by the person or firm giving you this notice before making payment to your contractor or (2) any other method or device which is appropriate under the circumstances."

9037

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5 - 3[illegible] - 8[illegible]

FEDERAL AID PROJECT NO.: R-5-3(113)163

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80248

COUNTY NAME: Douglas and Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 4 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sgn | Act | [illegible]

[illegible] only

DATE PS&E APPROVED 5-17-78	DATE AUTHORIZATION EFFECTIVE 5-14-80	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Martin Creek - Anlauf Interchange Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*)
Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-28-80 this will confirm the advance approval date of 5-14-80 to proceed with the actual adjustments of the aerial power line for Douglas Electric Coop., Inc. Reimbursement on an actual cost basis estimated to be $558 - Federal Funds $514 is approved. I approve the agreement with the Douglas Electric Coop., Inc.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE 5-20-80	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-00[illegible]

9037

VICTOR ATIYEH

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
MAY 30 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

ROW 18-4

May 28, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Aerial Power Line Conflict
Douglas Electric Cooperative, Inc.
Martin Creek-Anlauf Interchange Sec.
Pacific Highway
Douglas County
Project No. I-IR-5-3(113)165

Here is a copy of an estimate of cost to adjust Douglas Electric Cooperative's facilities dated May 8, 1980 and a sketch showing their proposed relocation.

A certification prepared by John Christopherson as to the Cooperative's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated. The Cooperative was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Cooperative's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 14, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $558.

Yours truly,

D. E. Swan
Operation Programming Engineer

JMC/vlw
Enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
John Christopherson

#9037

H1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Eugene, Oregon

FILE:

May 23, 1980

W. N. Meer
For

FROM: D. W. Greene
Resident Engineer

TO: C. T. Keasey
Asst. Hwy. Engr.
Salem

SUBJECT: Schedule
Martin Cr-Anlauf
Contract #9037
Pacific Highway
Lane/Douglas County

NOTED
E. S. HUNTER

As per your telephone request, I am forwarding the P.K.S. schedule for the subject contract.

This appears overly optimistic but I do feel that they will complete between 25 & 28 million dollars of work this year and complete the project by fall of 1981.

RECEIVED
MAY 27 1980
CONSTRUCTION BRANCH

✓ Keasey K
Jackmond
Hopkins
Williams
Johnsen
Gisco
Richards
Berg
Inloes
Widmer
Gebauer
Church

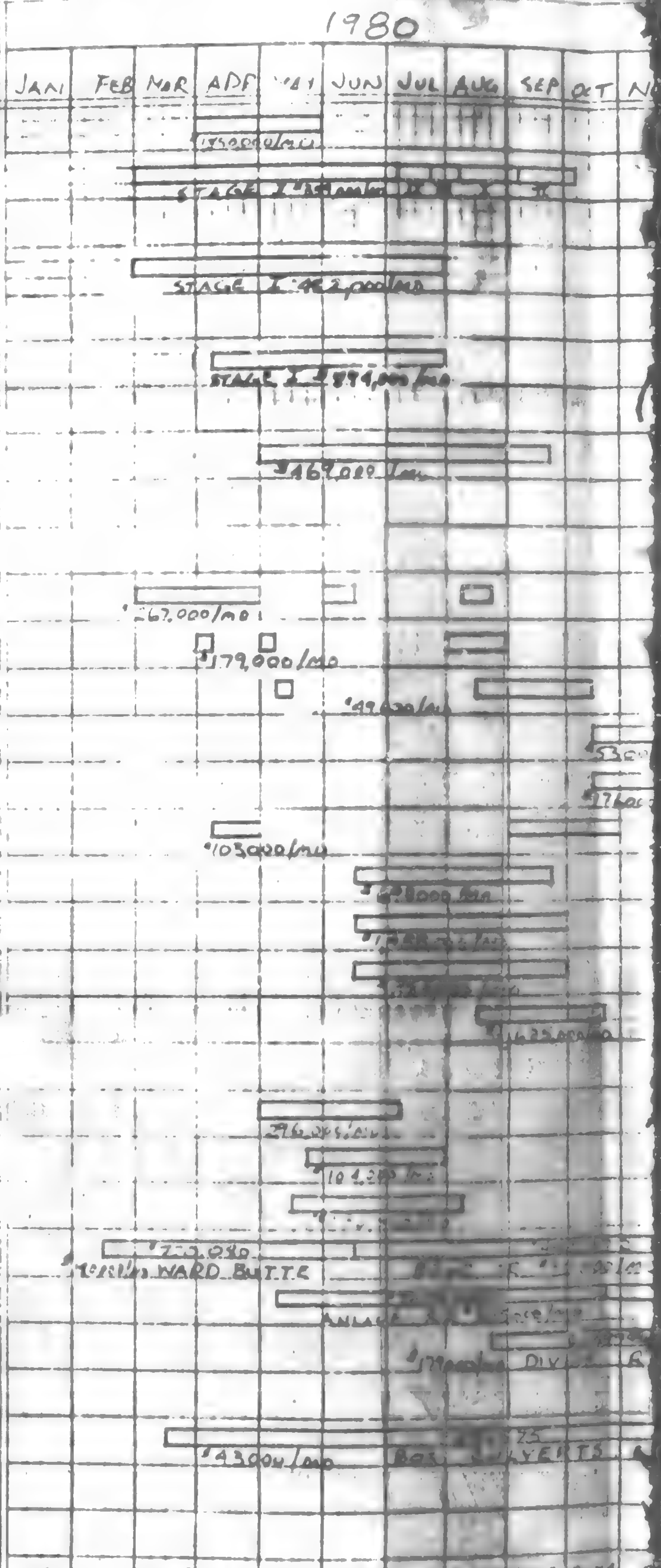
DWG: tm

cc : Region office

Description CASH FLOW
Estimator
Date 5/21/83
Starting Date [illegible]/23/79
Completion Date [illegible]/13/80
Time Limit 1360 CA

ITEM NO.	DESCRIPTION	QUANTITY
	MOBILIZATION	3700000
	KW EXC + ASSOC	7,958918
	BEMCO EXC + ASSOC	2409981
	SCRAPER EXC + ASSOC	[illegible]
	PR EXC + ASSOC	[illegible]
	TEMPORARY ILLUM	[illegible]
	GUARDRAIL	$446,742
	LANDSCAPING	[illegible]
	SIGNING	$91,920
	ILLUMINATION	$508000
	FENCE	305050
	SUBBASE + BASE	[illegible]
	BITUMINOUS BASE	$5,580,460
	CLASS "B"	$1,440,910
	CONCRETE PAVING	$4,061,450
	BINWALLS	$265000
	GABION WALLS	[illegible]
	REINFORCED EARTH	$373,755
	STRUCTURES -	$1,214,552
	✓	[illegible]
	✓	$1,486,199
	✓	$774,169
	✓	$491375
	TOTAL CONTRACT	$8576809

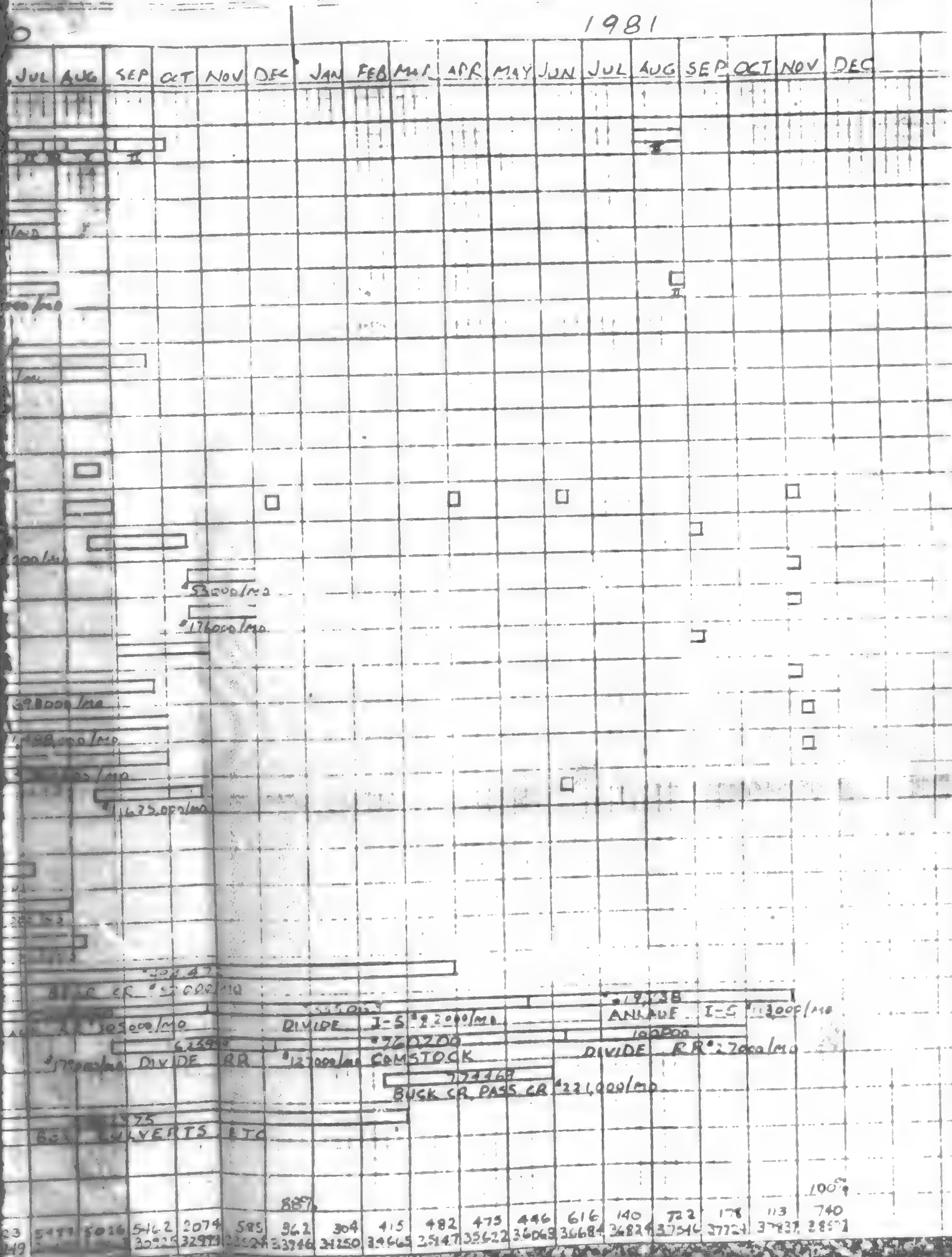
1980



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
CURRENT			(x 1000)	3974	4953	4623	5488	[illegible]	5162	2074
TO DATE				5373	10326	14949	20437	[illegible]	[illegible]	32999

5/21/83

me Limit 1360 CAL DAYS



U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9037

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-20-8

FEDERAL AID PROJECT NO.
IR-5-3(113)163

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80248

COUNTY NAME
Douglas and Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

5/22

RECEIVED
STATE HWY ENGR
MAY 22 '80
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sgn Ant File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-17-78	4-28-80	Interstate Route 5
		STATE ROUTE NUMBER
		Primary 1

GENERAL LOCATION:
Martin Creek - Anlauf Interchange Section

GENERAL DESCRIPTION OF WORK:
Revise "25 MPH" section of a large neon slow sign to read "45 MPH"

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON A~~XXXXXXXX~~
~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of April 28, 1980 as requested in Mr. Keasey's letter of May 15, 1980 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 8 is approved for a TEC NTE $500 Federal funds $461.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-20-80	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979-631-888

9037

2

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

ROW 18-2

May 5, 1980

Mr. R. A. Engelbert
Southern Pacific Transportation
Company
324 Union Station
Portland, OR 97209

Attention: R. L. Johnston

Railroad Signal Line Relocation
Martin Creek-Anlauf Section
Pacific Hwy.
Lane & Douglas Counties
SPTC File 911241/323
0-0-76-13

Your estimate of $27,050 for pole line relocation within the subject project has been reviewed and approved by the Federal Highway Administration. You are, therefore, authorized to proceed with this work under the terms of our June 5, 1978 Construction Agreement regarding this project.

Cordially,

R D Trygstad

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw

cc: H. B. Berkshire - SPTC, San Francisco
bc: Glen Green
E. S. Hunter
~~J. H. Versteeg~~
Robert Gormsen
C. T. Keasey
D. E. Swan
A. Shirley
Doug Greene
Contract Acctg.
Gene Hickam

RECEIVED
TECHNICAL SERVICES

MAY 5'80

REFER TO

FOR

Info	Inves	R/D	L/R	Sign	Act	File

9037

2.

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TRA 7

TO: H. S. Coulter
State Highway Engineer

DATE: April 1, 1980

NOTED
H. S. COULTER

FROM: L. E. George
Traffic Engineer

SUBJECT: Speed Zoning
Pacific Highway No. 1
Lane and Douglas Counties
M.P. 161.7 to M.P. 169.6

Copy
TRA 7-2

Region Engineer, Alfred Shirley, Jr., has requested establishment of a speed zone on Anlauf Interchange-Martin Creek Section of Pacific Highway in Lane and Douglas Counties.

The above-mentioned section of freeway will be under construction until sometime in 1982. During this construction period, there will be areas where conditions are such that existing posted speeds will not provide for safe movement of traffic, therefore it is desirable to provide a speed zone of less than 55 MPH.

We recommend a 45 MPH speed zone be established on the Pacific Highway between Anlauf Interchange (M.P. 161.7) and Martin Creek (M.P. 169.6) for the duration of the project.

We further recommend that the 45 MPH signs be displayed only during the time when in the opinion of the engineer, construction activities in work areas warrant a slower than 55 MPH speed.

If you concur with these recommendations, please approve and forward copies to this office and to Mr. Bob Gormsen for his records.

L E George
L. E. George
Traffic Engineer

[illegible]

HEH:ds

cc: R. W. Gormsen

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER

Date 4-1-80

staff photo by John Thompson

An overpass at Ward Butte Road is one of the first projects in the $38.6-million improvement of a 7.4-mile stretch of I-5 south of Cottage Grove

Crews ahead of schedule on I-5 job

COTTAGE GROVE — Logging, clearing, minor widening and repaving, and construction of an overpass are under way in the three-year reconstruction of a 7.4-mile stretch of Interstate 5 south of here.

Peter Kiewit Sons contractors of Vancouver, Wash., has been at work on the Martin Creek-to-Anlauf reconstruction since about the first of the year, and their progress is clearly visible.

The project is ahead of schedule, according to state construction engineer Doug Greene of Eugene.

"Actually, in view of the weather, working in the winter, all of the work [illegible] is work that wouldn't have been anticipated to have been done," Green said.

The firm has cleared out areas where corners will be realigned and has begun building an overpass at Ward Butte Road. Some shoulders have been widened and paved so they can be used to reroute traffic when the company actually begins tearing up existing concrete.

State officials said the Highway Division is considering requesting establishment of a 45-mph speed zone through the construction area. Such a zone — which could be established by the state Speed Control Board — would provide state police the ability to cite motorists who don't slow down for construction

Motorists are advised to watch for one-lane traffic, brief stops and flagmen through the project for the next three years.

Traffic has moved through the project relatively smoothly since work started, except for one nightmarish day last week. There were three serious accidents that day in the one-lane traffic area. A state police spokesman said there have been other near misses and minor mishaps.

The section of highway has been a dangerous one for some time, which is one of the reasons for the reconstruction project.

"With the hazard of construction down there it's going to get worse this summer," said Sgt. John Duggan of the Cottage Grove state police office.

The construction firm has about 160 workers on the project, Green said, and 29 state inspectors and surveyors also are involved.

Kiewit has a $38.6-million contract to bring the substandard section of Interstate 5 up to federal interstate standards. It is the last section of Interstate 5 outside of Portland that does not meet the standards.

The project includes removal of left-side entrances and exits, elimination of private accesses, straightening of curves and construction of new frontage roads.

STATE OF OREGON

Road Design Section DEPT. 378-6558 TELEPHONE

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: November 6, 1979

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Martin Creek-Anlauf Interchange
Pacific Highway

On Wednesday, October 31, 1979, the following met in Mr. Scott Coulter's office to discuss the subject project in relation to possible downscope, smaller contracts, readvertising or proceeding with awarding the contract to the low bidder:

Fred B. Klaboe, Director of Transportation
Glen L. Green, Division Administrator, FHWA
Scott Coulter, State Highway Engineer
E. S. Hunter, Assistant State Highway Engineer
J. H. Versteeg, Road Design Engineer
Glenn K. Hossner, Field Operations Engineer, FHWA
Tom Lowe, Area Engineer, FHWA
Duane O. Christensen, Final Design Engineer

Initially three alternative plans were presented and discussed. Attached is a copy of the hearing map showing various interchange configurations; two typical sections for the mainline, one the as-designed and the other the downscoped typical; a chart showing major cost breakdown, design times, and other major points of concern; and, a cost breakdown of the major construction work.

The three alternatives that were presented were the most feasible of many that were considered. They consisted of (1) the contract proposal; (2) a downscoped proposal, which provided for revised right hand on- and off-ramps and substandard interchanges and reduced mainline typical sections; and, (3) a plan which maintains the present left hand on- and off-ramps with improved geometry and sight distance and a downscoped mainline section.

RECEIVED
DOT DIRECTOR

NOV 7 '79

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Each alternative was subdivided into four units: the Divide Interchange, Frontage Roads, Mainline, and Anlauf Interchange.

The "frontage road" design is as contained in the contract plans and is not altered on any alternative due to commitments to Weyerheauser and Cone Lumber Company; physical terrain constraints, railroad and Pass Creek. Based on the low bid this is estimated to cost $3.2 million.

CONTRACT PLANS DESIGN:

A brief orientation was made to show the relationship of the existing freeway to the contract plans design. The design is to full AASHTO standards with a maximum of 4° curves, except for the curve in the Anlauf Interchange which is a 4°15' curve. Vertical alignment was improved. The safe speed is 66 mph. The estimated cost of the units within the project are:

Divide Interchange	$ 6.8 million
Frontage Roads	3.2 million
Mainline	18.25 million
Anlauf Interchange	10.35 million
	$38.60 million

REVISED ALTERNATE WITH RIGHT HAND ON- AND OFF-RAMPS:

The revised alternate in the Divide Interchange maintained the right hand on- and off-ramp concept and the realignment of the mainline. The revised interchange alignment maintained the crossing of the railroad in its present location and proposed to widen it. It may not be feasible to widen the structure, however, and it may have to be replaced. The mainline median is reduced from 16 feet to 12 feet. This is shown as alternate B at the Divide Interchange and is estimated to cost $5 to $5.5 million depending on whether the structure is replaced. Revised railroad easements and PUC agreements will be required.

The mainline between the two interchanges is revised to follow as much as possible the existing horizontal and vertical alignment, thereby eliminating many of the cuts, slide areas, channel changes, and retaining walls. The median is reduced from 16 feet to 12 feet. A combination shoulder barrier-retaining wall is utilized to provide for a 10 foot shoulder and to contain fills out of Pass Creek. In cut areas paved ditches are used to eliminate many of the cuts. A minimum recovery area is provided. The safe speed is reduced to 62 mph. The estimated cost of this proposed change is $13.1 million.

The Anlauf Interchange design is revised to eliminate the proposed new section of the Umpqua Highway and to maintain the present Umpqua Highway alignment. The left hand on- and off-ramps would be replaced with right hand on- and off-ramps. The present movement of traffic from Roseburg to the Umpqua Highway would be eliminated and would have to be routed through the Curtin Interchange. Interchange curvature would be sharpened from 10° to 12° and the safe speed would be lowered 5 mph.

This is shown as alternate A at the Anlauf Interchange and is estimated to cost $5.6 million. Revised railroad right of way and easements are required as well as revised PUC agreements. It is possible that new hearings would be required before this revision could progress.

The total estimated cost of this proposal is $26.9 million.

REVISED ALTERNATE WITH LEFT HAND ON- AND OFF-RAMPS:

This proposal maintains the left hand on- and off-ramps in the Divide Interchange, but realigns the ramps to provide improved sight distance. This is shown as alternate D at the Divide Interchange and is estimated to cost $2.9 million.

The mainline between the two interchanges is the same design as discussed on the revised right hand on- and off-ramp alternate. Estimated cost is $13.1 million.

The Anlauf Interchange maintains the present left hand on- and off-ramps with improved merge and sight distance. The access from the Umpqua Highway to the south is eliminated as is the access from the south to the Umpqua Highway. This traffic would be routed through the Curtin Interchange.

The total estimated cost of this proposal is $21.8 million.

At the time, a proposed contracting schedule for the revised right hand on- and off-ramp design was discussed. A frontage road contract could be let in January, 1980; the Divide Interchange and mainline in May, 1980; and, the Anlauf Interchange in August of 1980. It is estimated that the project would be completed about the same time as the present proposed project.

The above letting times are optimistic based on cutting railroad and PUC times, which might not be possible. If a hearing were required because of the revised Anlauf Interchange design, there could be a substantial delay.

A considerable amount of discussion centered around the three alternatives and many combinations or modifications of each. Some of the proposals discussed are as follows:

1. Reject low bid and readvertise. It was felt by Mr. Klaboe and Mr. Green that we had three good bids from responsible contractors and that to readvertise would not gain a lower bid.

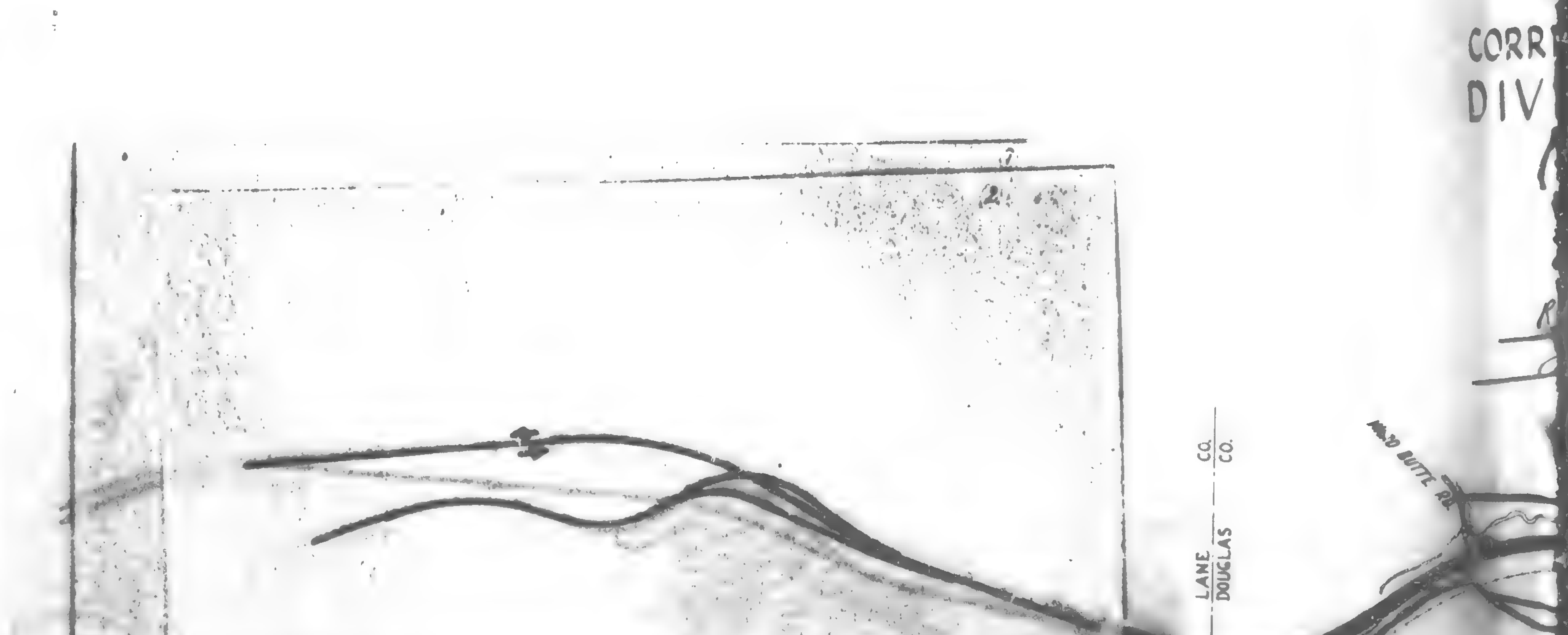
2. Eliminate the proposed Anlauf Interchange design from the plans and award the remainder of the contract as is. This proposal was dropped primarily because it was felt a downscoped Anlauf Interchange design would require a hearing, new right of way from the railroad, and would be less than interstate standards.

3. Retain proposed interchanges and downscope mainline between the interchanges. This was rejected primarily because of a hesitancy to downgrade to less than AASHTO standards a section of highway that is potentially hazardous because of its location in the canyon.

4. The revised right hand on- and off-ramp design as presented as one of the alternatives was unanimously rejected by all.

The final conclusion of the group was to prepare a formal submittal to FHWA justifying the difference between the Engineer's Estimate and the low bid and asking FHWA's approval in awarding the contract.

DOC:ab
cc: To All Participants


CORR
DIV
Left hand Entrance & Exit
Right hand Entrance & Exit
$5.0 Million
B
LANE CO.
DOUGLAS CO.
BUTTE RD.
S.P.R.R.
LINE
MATCH
COMSTOCK CEMETERY
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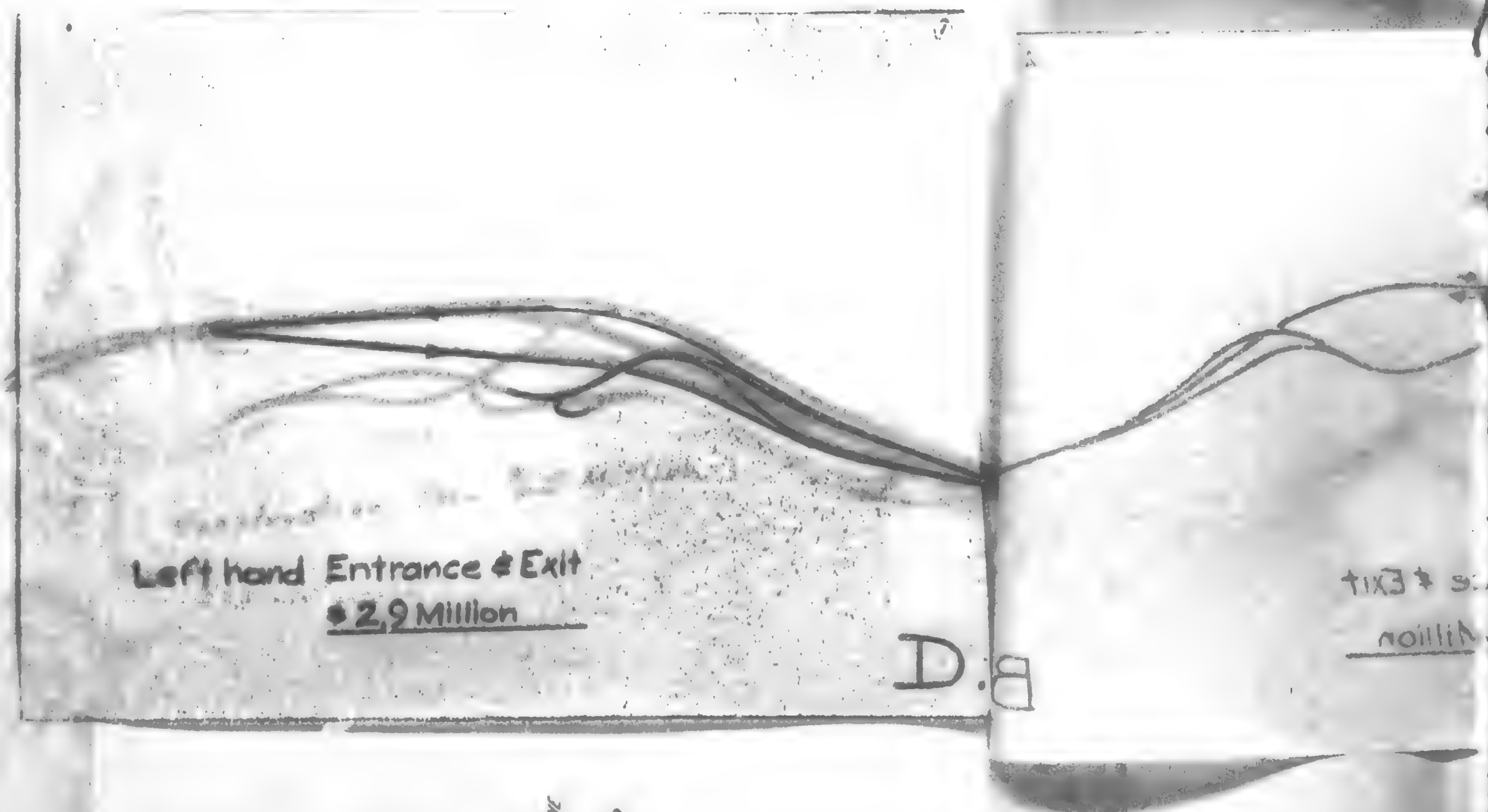
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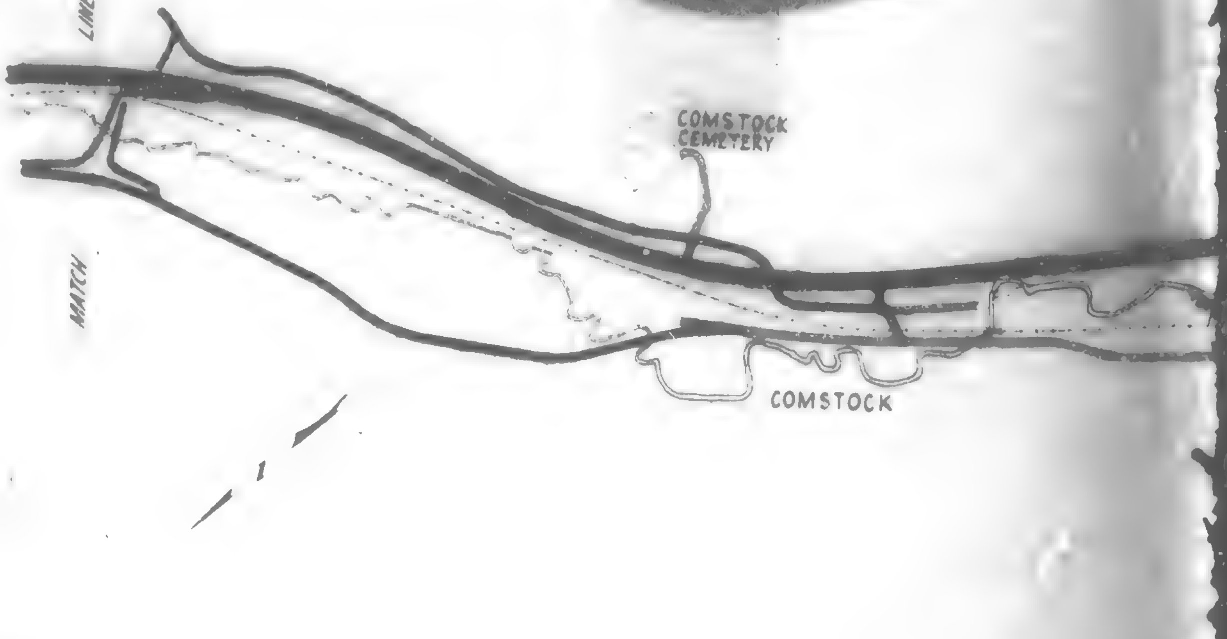
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OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP
DIVIDE ~ ANLAUF SECTION

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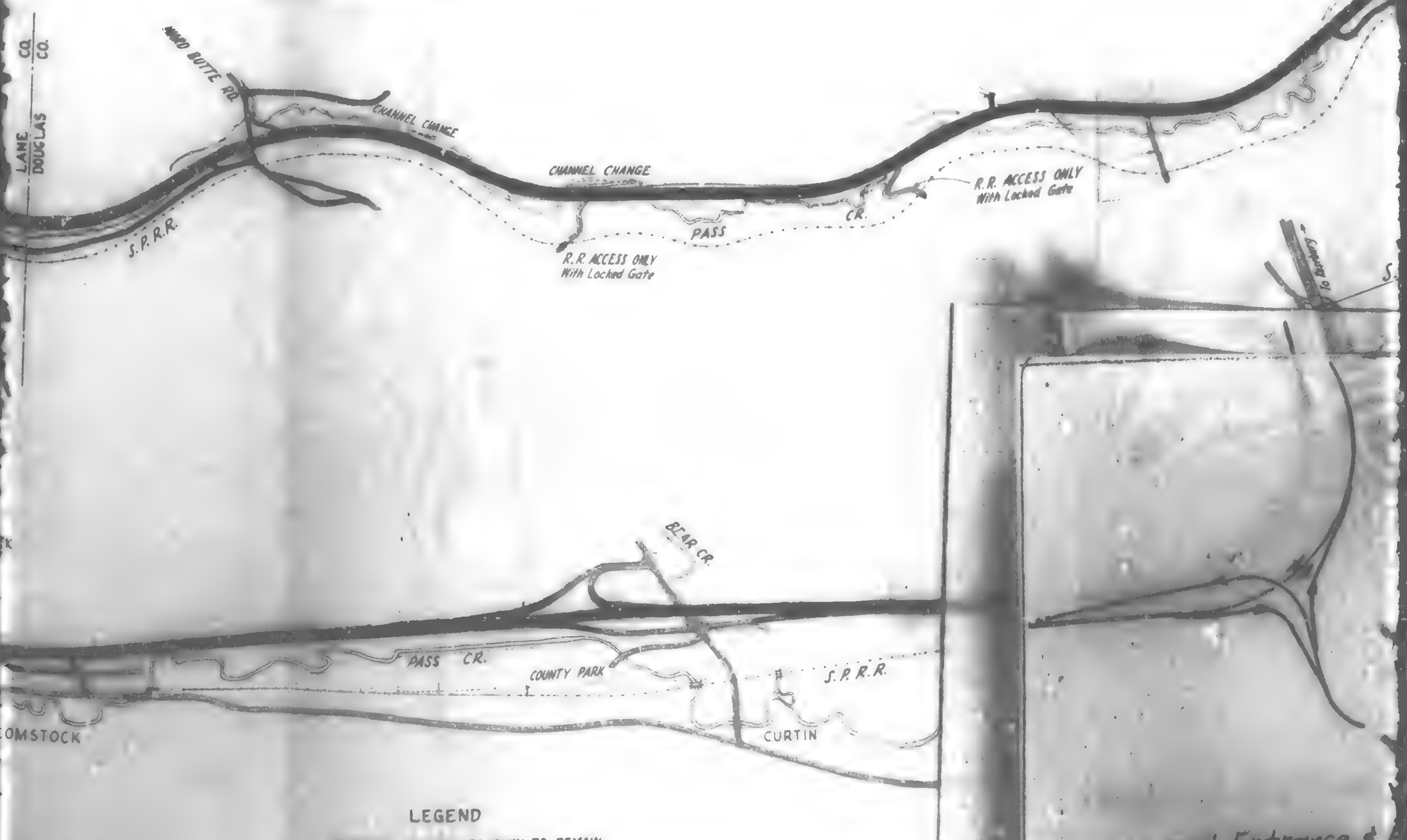
LANE-DOUGLAS COUNTIES

Frontage Roads $3.2 Million
(Common to all alternates)

Reconstr. $18.3 Million

Overlay $13.1 Million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Rightnand Entrance &
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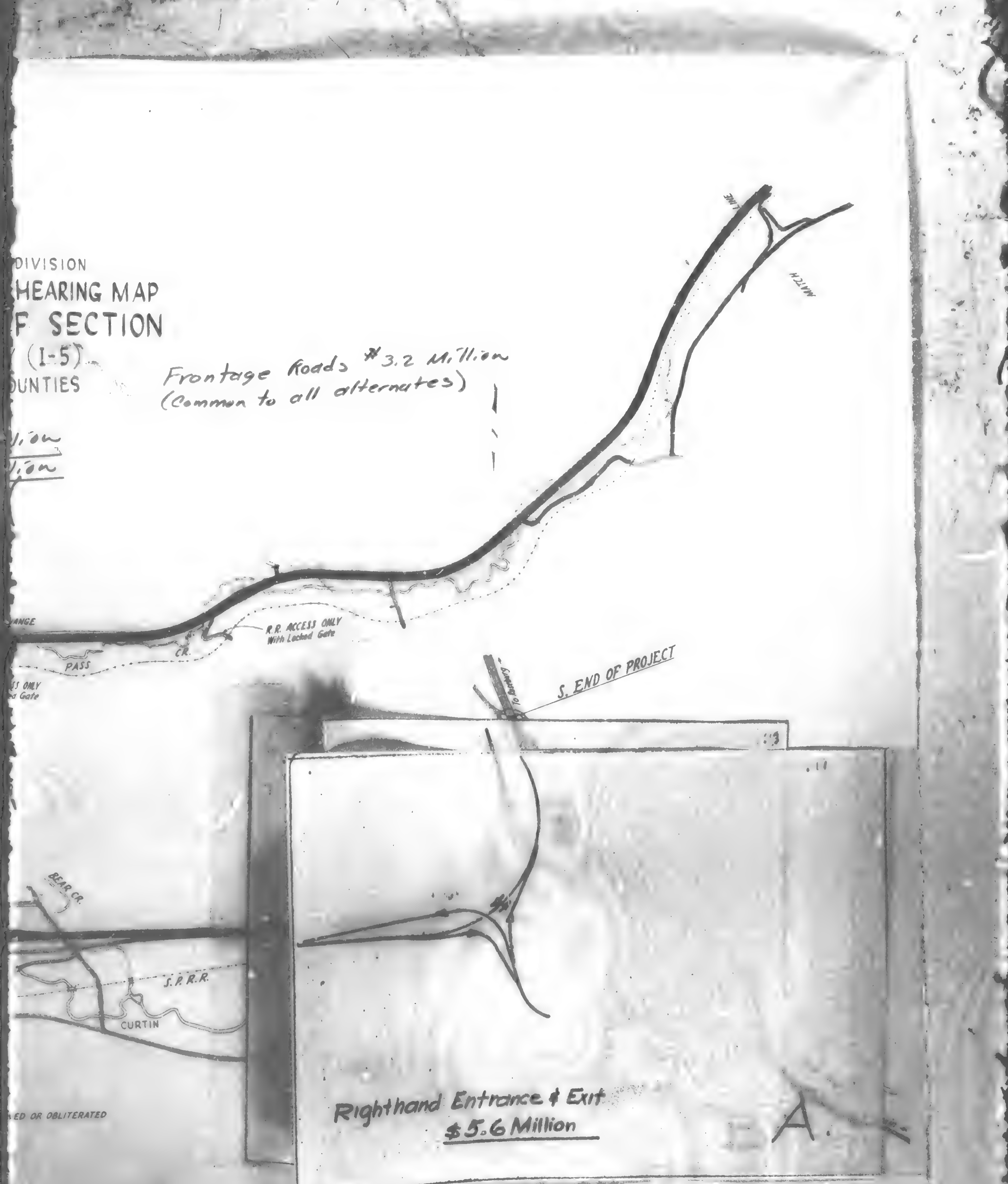
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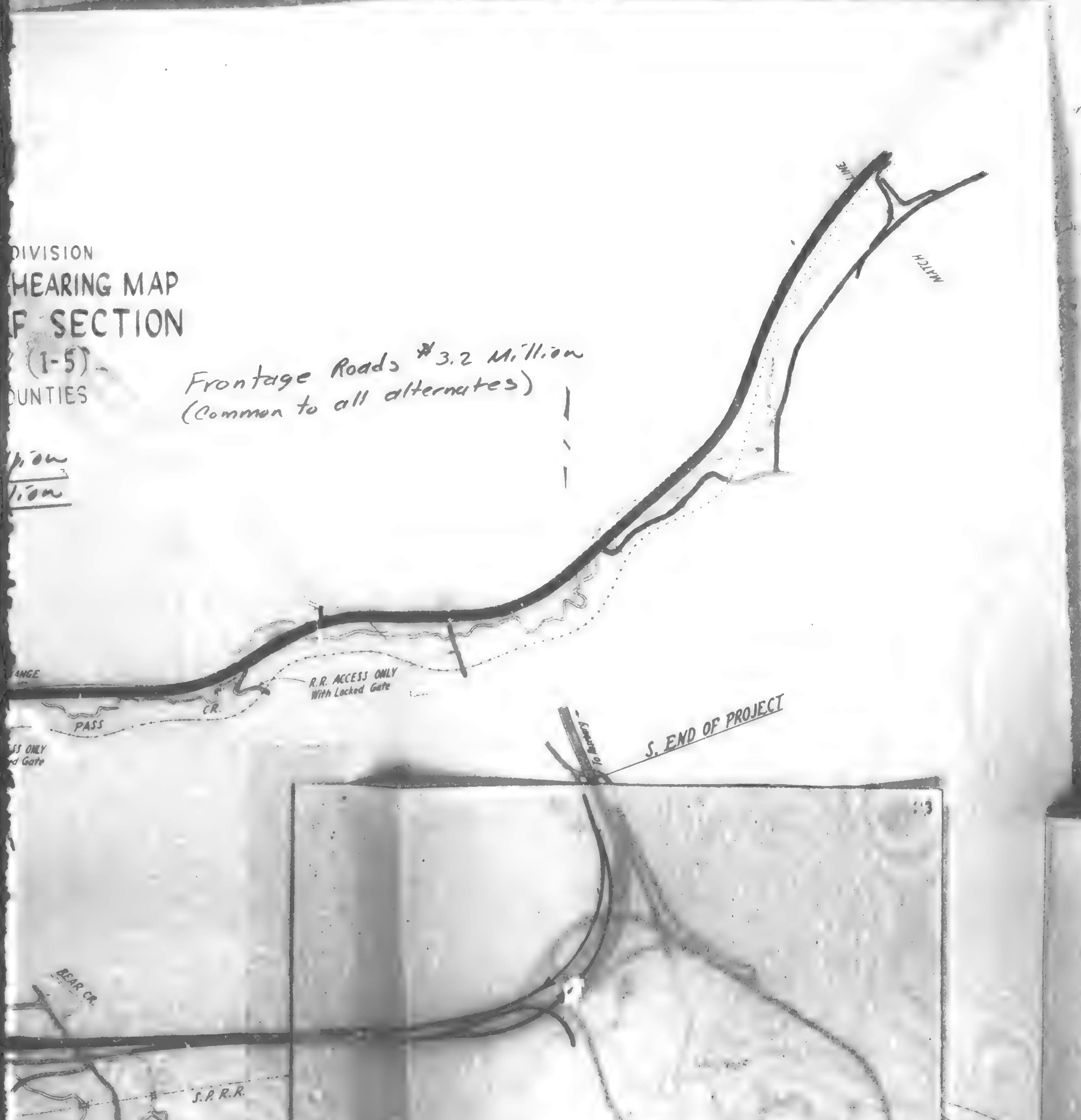
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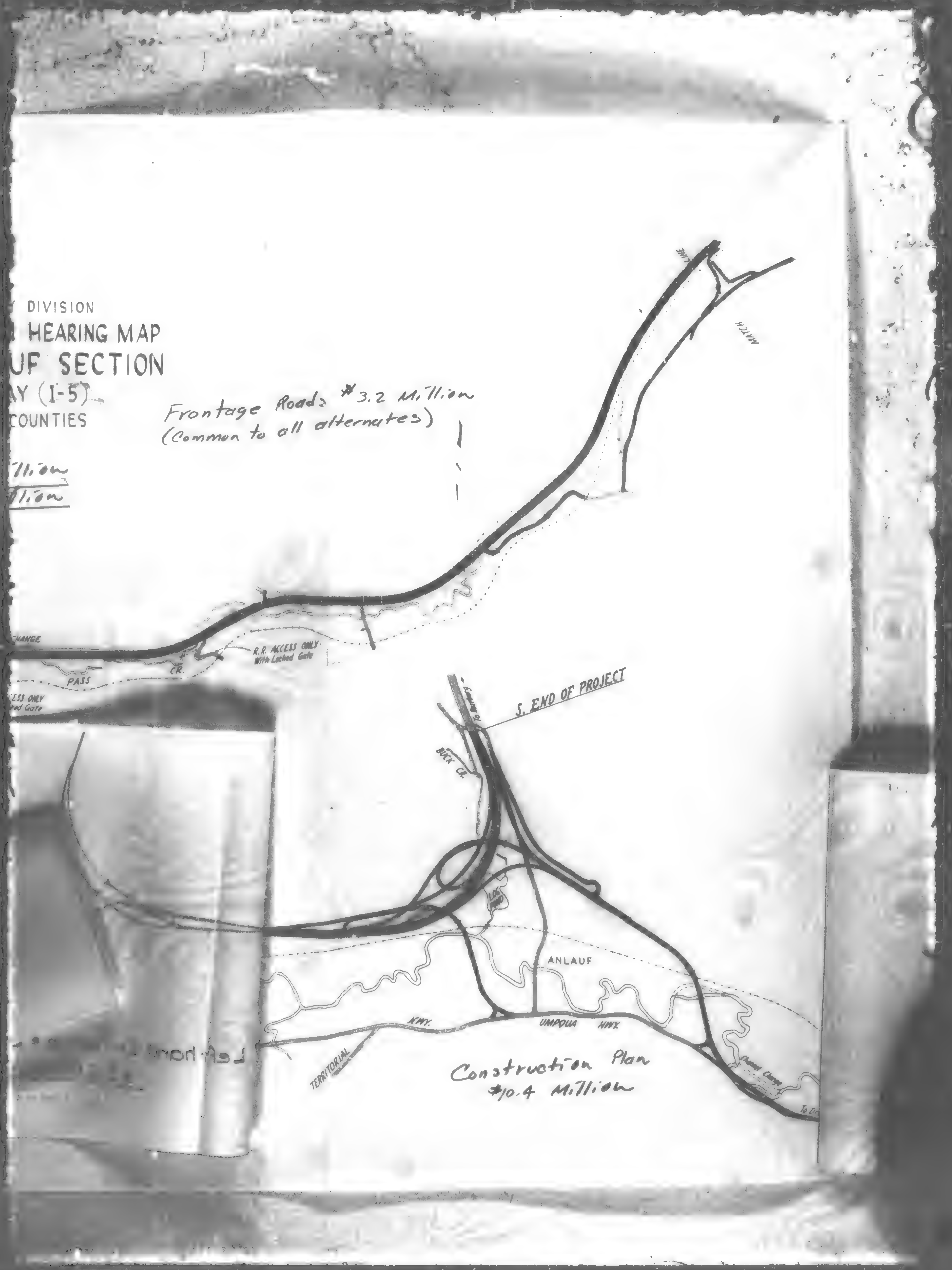
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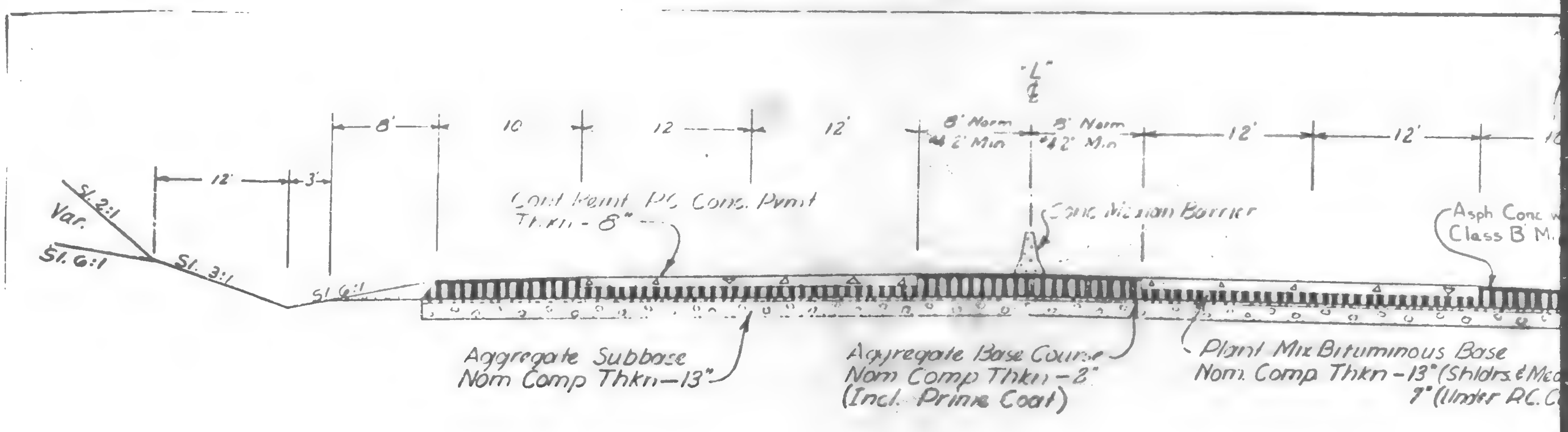
Frontage Roads $3.2 Million
(Common to all alternates)

Construction Plan
$10.4 Million

PROJECT COMPONENTS								FIELD SURVEY	BRIDGE DESIGN (includes R/R involvement)	PLAN PREPARATION	RAILROAD & P.U.C. INVOLVEMENT	RIGHT OF WAY	FISH & WILDLIFE	DIV. STATE LANDS	STAGE CONST. & TRAFFIC CONTROL	TRAFFIC SAFETY FACTORS	FOUNDATION INVESTIG	E.I.S. DOCUMENT	PUBLIC U	P
DIVIDE NTERCHANGE		FRONTAGE ROADS		MAINLINE		ANLAUF INTERCHANGE														
CT. 79 ONTRACT LANS	$6.8 M	OCT. 79 CONTRACT PLANS	$3.2 M	OCT. 79 CONTRACT PLANS	$18.25 M	OCT. 79 CONTRACT PLANS	$10.35 M								Provides 2 Lanes Ea Direct 3 of 6 Stages	SAFE SPEED 66MPH				
Revised Right On & Off Ramps	$5.0 M	OCT. 79 CONTRACT PLANS	$3.2 M	Overlay 7"-9" P.C. Conc. Overlay on Extg. Alignment	$13.1 M	A) Revised Right On & Off Ramps	$5.6 M	X	4 MOS.	4 MOS.	X	Excess R/W Anlauf Int. 37AC Divide + 6AC 43 AC	X	X	Provides One Lane Traffic Each Direct.	SAFE SPEED 62 MPH	X	X	X	X
evised Left n & Off Ramps	$2.9 M	OCT. 79 CONTRACT PLANS	$3.2 M	Overlay 7"-9" P.C. Conc. Overlay On Extg. Alignment	$13.1 M	B) Revised Left On & Off Ramps	$2.6 M	X	4 MOS.	4 MOS	X	X	X	X	Provides One Lane Traffic Each Direct	SAFE SPEED 62 MPH	X	X	X	X

COMPONENTS						FIELD SURVEY	BRIDGE DESIGN (includes R/R involvement)	PLAN PREPARATION	RAILROAD & P.U.C. INVOLVEMENT	RIGHT OF WAY	FISH & WILDLIFE	DIV. STATE LANDS	STAGE CONST. & TRAFFIC CONTROL	TRAFFIC SAFETY FACTORS	FOUNDATION INVESTIGATION	E.I.S. DOCUMENTATION MEMO	PUBLIC UTILITY CONTACT	P.S. & E. (FHWA)	COST
ROADS	MAINLINE		ANLAUF INTERCHANGE																
$3.2 M	OCT. 79 CONTRACT PLANS	$18.25M	OCT. 79 CONTRACT PLANS	$10.35M									Provides 2 Lanes Ea. Direct. 3 of 6 Stages	SAFE SPEED 66MPH					$38,600,000
$3.2 M	Overlay 7"-9" P.C. Conc. Overlay on Extg. Alignment	$13.1 M	A) Revised Right On & Off Ramps	$5.6 M	X	4 MOS.	4 MOS.	X	Excess R/W Anlauf Int. 37AC Divide + 6AC 43 AC	X	X	Provides One Lane Traffic Each Direct.	SAFE SPEED 62 MPH	X	X	X	X	$26,900,000
$3.2 M	Overlay 7"-9" P.C. Conc. Overlay On Extg. Alignment	$13.1 M	B) Revised Left On & Off Ramps	$2.6 M	X	4 MOS.	4 MOS	X	X	X	X	Provides One Lane Traffic Each Direct	SAFE SPEED 62 MPH	X	X	X	X	$21,800,000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OCTOBER 1979 CONTRACT PLANS

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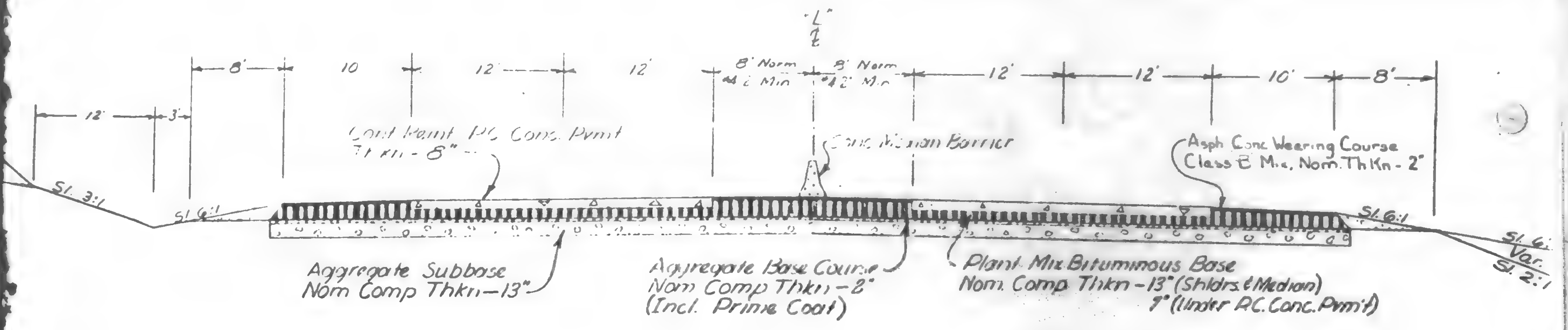

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Aggregate Base Course
Nom Comp Thkn - 8"
(Incl. Prime Coat)
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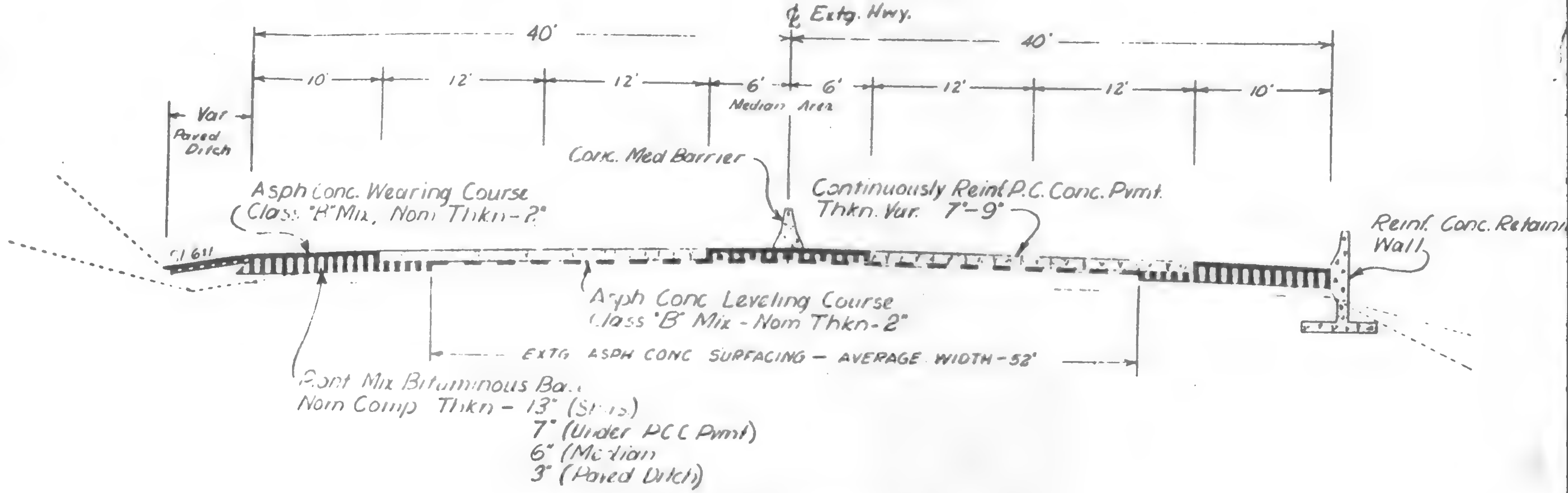
OCTOBER 1979 CONTRACT PLANS

STA 1070+00 THRU EQUA 1091+13.22 Bk / 12+32.39 Ah TO STA 192+00
*192+00 TO 197+00 (Med Taper Sect)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Plant Mix Bituminous Base
Nom Comp Thkn - 13" (Shlds)
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3" (Paved Ditch)

7"-9" P.C.C. Overlay

PROPOSED SECTION

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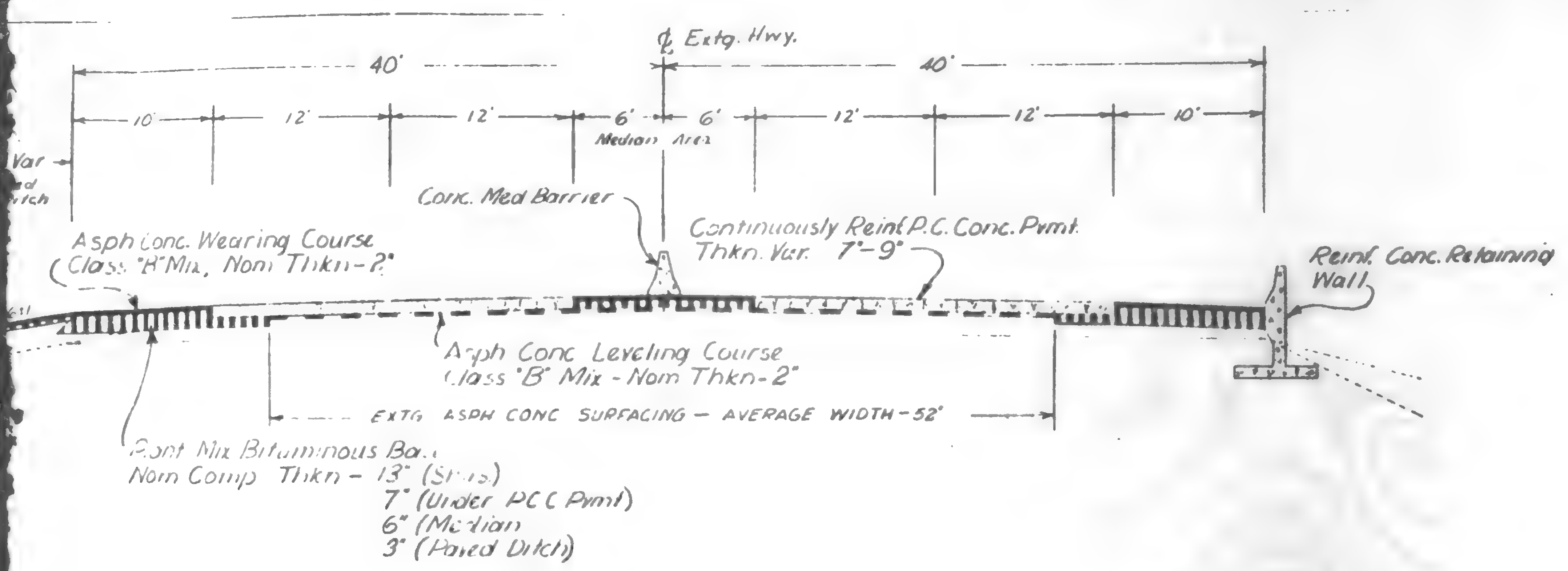
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Class "B" Mix - Nom Thkn - 2"
EXTG ASPH CONC SURFACING — AVERAGE WIDTH - 52'
Plant Mix Bituminous Base
Nom Comp Thkn - 13" (Shlds)
7" (Under PCC Pvmt)
6" (Median
3" (Paved Ditch)

7"-9" P.C.C. Overlay

PROPOSED SECTION

STA. 1070+00 Thru Equa $\begin{matrix}1091+13.22 \text{ Bk}\\ 12+32.93 \text{ Ah}\end{matrix}$ TO STA 197+00

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

Martin Cr.- Anlauf

10-30-79
Gettis

ITEM	Oct. 1979 Contract Plans	Mainline Overlay; Revised Right On & Off Divide & Anlauf Interch.	Mainline Overlay; Revised Left On & Off Divide & Anlauf Interch.
lobilization & Traffic Control	$ 6,130,000	$ 4,594,000	$ 3,974,000
Grading	7,610,000	3,967,000	2,345,000
Surfacing	13,570,000	9,652,000	8,978,000
Structures	6,290,000	4,333,000	2,828,000
Drainage	1,580,000	1,303,000	976,000
Misc.	3,420,000	3,051,000	2,679,000
Total	$ 38,600,000	$ 26,900,000	$ 21,800,000

90-7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 6, 1979

In Reply Refer to
File No. CON 4

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. H. Moehring
Asst. State Highway Engineer

SUBJECT Martin Creek-Anlauf Interchange Section
Oregon Project No. I-IR-5-3(113) 163
Tentative Concurrence in Award

Tentative concurrence is requested in the award of contract for the subject project (Alternate "B"). This bid was received on Oct. 18, 1979 with Peter Kiewit Sons Co. of Vancouver, Washington, submitting the low bid in the amount of $38,576,809.00. The low bid is $6,601,829.00 or 20.6% over our Engineer's estimate of $31,974,980.00. Two other bids were received in the amounts of $42,562,938.50 and $42,796,602.58. One other bid was received on Alternate "A" in the amount of $42,802,849.58.

Due to the big difference between our Engineer's estimate and the low bid, we have spent many man hours since receiving bids to review our estimate and ascertain the reasons for the high bid. Also, to review one more time the possibility of another method of construction that would be more economical, however, none was found. During the time that this project has been on the design table many methods of construction have been studied, such as, sequences of construction, size and lengths of contracts, and types and length of work in separate contracts. At one time it was thought that a separate contract for frontage roads would be advantageous to make the project less complicated and more economical, but that too was abandoned. The project was advertised with an Alternate "A" and "B" to get the most economical materials for bridge construction. Only one bid was received for Alternate "A" and that was 4 million dollars higher than Alternate "B".

Other thoughts of smaller contracts over the next three or four years were covered with the conclusion that prices in the years 1982 and 1983 would only be higher.

One outstanding control factor for keeping the project in one contract is the fact that there is only one source for the required 800,000 tons of aggregate. The logistics of aggregate distribution with more than one contractor working in this seven mile, very narrow canyon project would be impossible.

The question of downscoping was considered both by letting the contract as is, and working with the contractor to accomplish the downscoping, and also to reject the bids and redesign with a lesser facility to save funds. Those thoughts were discarded as not in the public interest because a lesser facility would not maintain the safety standards that people have come to expect from the interstate system. Also, we are committed by agreement to Weyerhauser, Cone Lumber Co., the Railroad and other property owners. To downscope the project would require negotiating new agreements.

Our Cost and Special Studies Engineer and our Bridge Section have made a careful review of their estimates which made up our Engineer's estimate for the project. We now find that our estimate was grossly underestimated. Several items were not included in our estimate, such as, deisel oil price increases for operating heavy equipment, exceptionally heavy clearing in the creek bottom, property lease for a stockpile site for storing materials etc. Using our revised calculations, the low bid is within 2% of the revised estimate; copies of the calculations and reasons for them are attached. These calculations are largely self-explanatory. If more "in depth" figures are needed, they are available.

From our review of the bids, our estimate, and the controlling factors, we conclude that it is in the public interest to award the contract to the low bidder, Peter Kiewit Sons Co. We feel we have received four good bids from responsible contractors and any further delay by rejecting the bid would only further postpone this much needed project and due to inflating construction prices, would only increase the final cost.

Your concurrence in the award of the project is requested.

DAR:dmc
cc: F. B. Klaboe ✓
H. S. Coulter
E. S. Hunter

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November 6, 1979 CON 4

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. H. Moehring
Asst. State Highway Engineer

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Your concurrence in the award of the project is requested.

DAR:dmc
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter

STATE OF OREGON

INTEROFFICE MEMO

Road Design Section
DEPT

373-6558
TELEPHONE

TO: MEMO TO THE FILES

DATE: November 6, 1979

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Martin Creek-Anlauf Interchange
Pacific Highway

On Wednesday, October 31, 1979, the following met in Mr. Scott Coulter's office to discuss the subject project in relation to possible downscope, smaller contracts, readvertising or proceeding with awarding the contract to the low bidder:

Fred B. Klaboe, Director of Transportation
Glen L. Green, Division Administrator, FHWA
Scott Coulter, State Highway Engineer
E. S. Hunter, Assistant State Highway Engineer
J. H. Versteeg, Road Design Engineer
Glenn K. Hossner, Field Operations Engineer, FHWA
Tom Lowe, Area Engineer, FHWA
Duane O. Christensen, Final Design Engineer

Initially three alternative plans were presented and discussed. Attached is a copy of the hearing map showing various interchange configurations; two typical sections for the mainline, one the as-designed and the other the downscoped typical; a chart showing major cost breakdown, design times, and other major points of concern; and, a cost breakdown of the major construction work.

The three alternatives that were presented were the most feasible of many that were considered. They consisted of (1) the contract proposal; (2) a downscoped proposal, which provided for revised right hand on- and off-ramps and substandard interchanges and reduced mainline typical sections; and, (3) a plan which maintains the present left hand on- and off-ramps with improved geometry and sight distance and a downscoped mainline section.

Each alternative was subdivided into four units: the Divide Interchange, Frontage Roads, Mainline, and Anlauf Interchange.

The "frontage road" design is as contained in the contract plans and is not altered on any alternative due to commitments to Weyerhaeuser and Cone Lumber Company; physical terrain constraints, railroad and Pass Creek. Based on the low bid this is estimated to cost $3.2 million.

CONTRACT PLANS DESIGN:

A brief orientation was made to show the relationship of the existing freeway to the contract plans design. The design is to full AASHTO standards with a maximum of 4° curves, except for the curve in the Anlauf Interchange which is a 4°15' curve. Vertical alignment was improved. The safe speed is 66 mph. The estimated cost of the units within the project are:

Divide Interchange	$ 6.8 million
Frontage Roads	3.2 million
Mainline	18.25 million
Anlauf Interchange	10.35 million
	$38.60 million

REVISED ALTERNATE WITH RIGHT HAND ON- AND OFF-RAMPS:

The revised alternate in the Divide Interchange maintained the right hand on- and off-ramp concept and the realignment of the mainline. The revised interchange alignment maintained the crossing of the railroad in its present location and proposed to widen it. It may not be feasible to widen the structure, however, and it may have to be replaced. The mainline median is reduced from 16 feet to 12 feet. This is shown as alternate B at the Divide Interchange and is estimated to cost $5 to $5.5 million depending on whether the structure is replaced. Revised railroad easements and PUC agreements will be required.

The mainline between the two interchanges is revised to follow as much as possible the existing horizontal and vertical alignment, thereby eliminating many of the cuts, slide areas, channel changes, and retaining walls. The median is reduced from 16 feet to 12 feet. A combination shoulder barrier-retaining wall is utilized to provide for a 10 foot shoulder and to contain fills out of Pass Creek. In cut areas paved ditches are used to eliminate many of the cuts. A minimum recovery area is provided. The safe speed is reduced to 62 mph. The estimated cost of this proposed change is $13.1 million.

The Anlauf Interchange design is revised to eliminate the proposed new section of the Umpqua Highway and to maintain the present Umpqua Highway alignment. The left hand on- and off-ramps would be replaced with right hand on- and off-ramps. The present movement of traffic from Roseburg to the Umpqua Highway would be eliminated and would have to be routed through the Curtin Interchange. Interchange curvature would be sharpened from 10° to 12° and the safe speed would be lowered 5 mph.

This is shown as alternate A at the Anlauf Interchange and is estimated to cost $5.6 million. Revised railroad right of way and easements are required as well as revised PUC agreements. It is possible that new hearings would be required before this revision could progress.

The total estimated cost of this proposal is $26.9 million.

REVISED ALTERNATE WITH
LEFT HAND ON- AND OFF-RAMPS:

This proposal maintains the left hand on- and off-ramps in the Divide Interchange, but realigns the ramps to provide improved sight distance. This is shown as alternate D at the Divide Interchange and is estimated to cost $2.9 million.

The mainline between the two interchanges is the same design as discussed on the revised right hand on- and off-ramp alternate. Estimated cost is $13.1 million.

The Anlauf Interchange maintains the present left hand on- and off-ramps with improved merge and sight distance. The access from the Umpqua Highway to the south is eliminated as is the access from the south to the Umpqua Highway. This traffic would be routed through the Curtin Interchange.

The total estimated cost of this proposal is $21.8 million.

At the time, a proposed contracting schedule for the revised right hand on- and off-ramp design was discussed. A frontage road contract could be let in January, 1980; the Divide Interchange and mainline in May, 1980; and, the Anlauf Interchange in August of 1980. It is estimated that the project would be completed about the same time as the present proposed project.

The above letting times are optimistic based on cutting railroad and PUC times, which might not be possible. If a hearing were required because of the revised Anlauf Interchange design, there could be a substantial delay.

A considerable amount of discussion centered around the three alternatives and many combinations or modifications of each. Some of the proposals discussed are as follows:

1. Reject low bid and readvertise. It was felt by Mr. Klaboe and Mr. Green that we had three good bids from responsible contractors and that to readvertise would not gain a lower bid.

2. Eliminate the proposed Anlauf Interchange design from the plans and award the remainder of the contract as is. This proposal was dropped primarily because it was felt a downscoped Anlauf Interchange design would require a hearing, new right of way from the railroad, and would be less than interstate standards.

3. Retain proposed interchanges and downscope mainline between the interchanges. This was rejected primarily because of a hesitancy to downgrade to less than AASHTO standards a section of highway that is potentially hazardous because of its location in the canyon.

4. The revised right hand on- and off-ramp design as presented as one of the alternatives was unanimously rejected by all.

The final conclusion of the group was to prepare a formal submittal to FHWA justifying the difference between the Engineer's Estimate and the low bid and asking FHWA's approval in awarding the contract.

DOC:ab
cc: To All Participants

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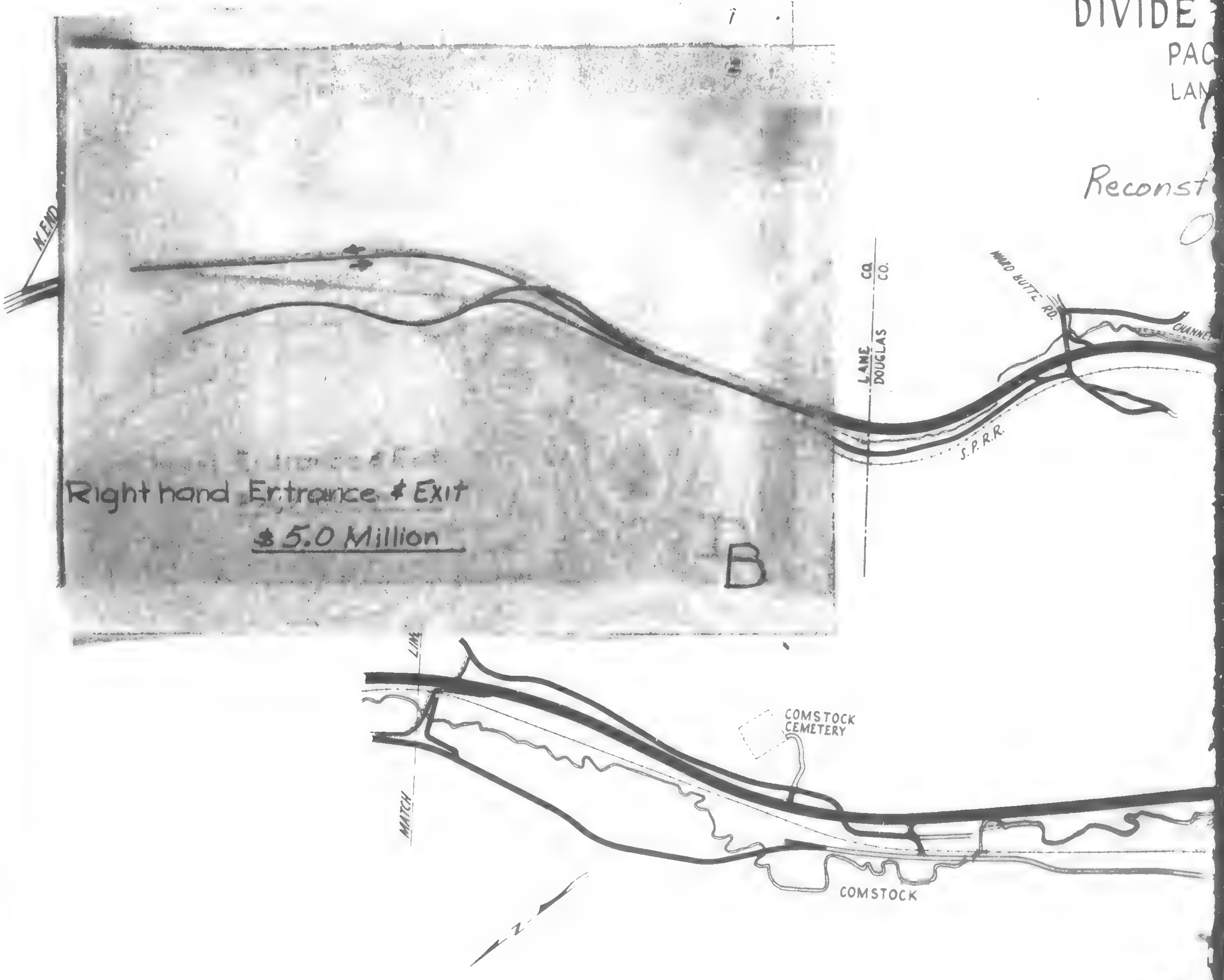
Right hand Entrance & Exit
$5.0 Million
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DOUGLAS CO.
WARD BUTTE RD.
CHANNEL
S.P.R.R.
MATCH LINE
COMSTOCK CEMETERY
COMSTOCK
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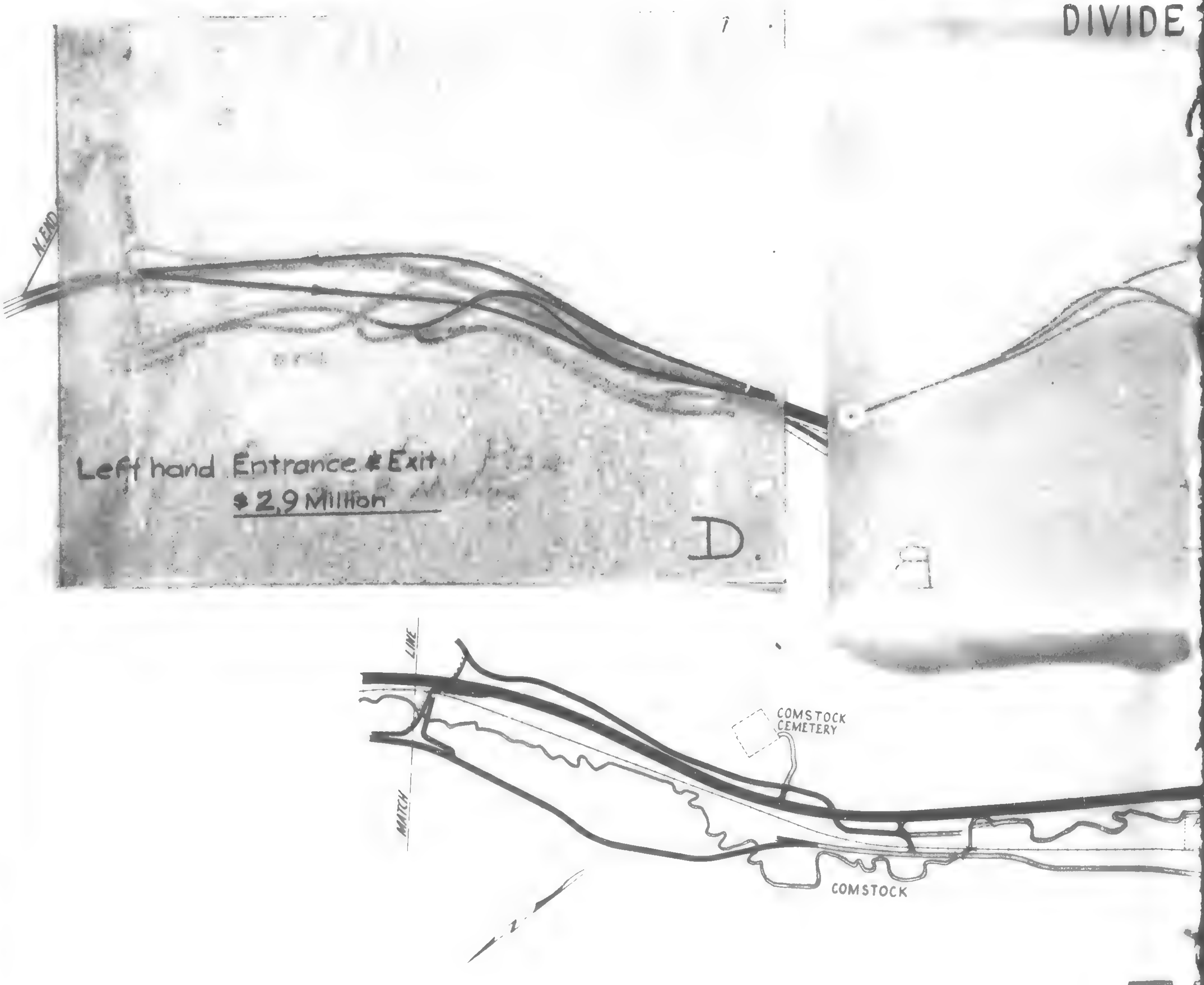
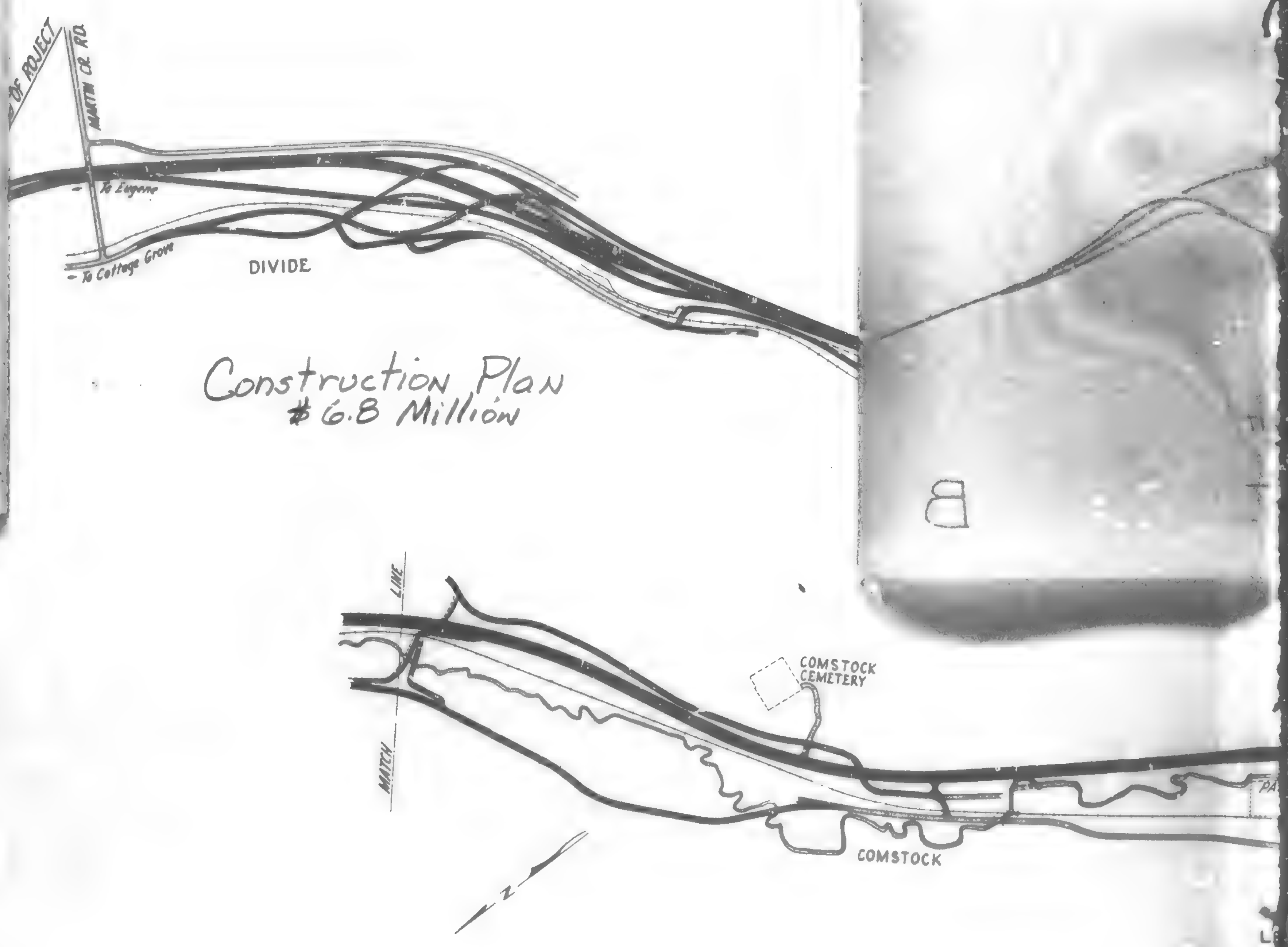
OREGO
CORRIDOR
DIVIDE


Left hand Entrance & Exit
$2,9 Million
N END
D.
MATCH LINE
COMSTOCK CEMETERY
COMSTOCK
N

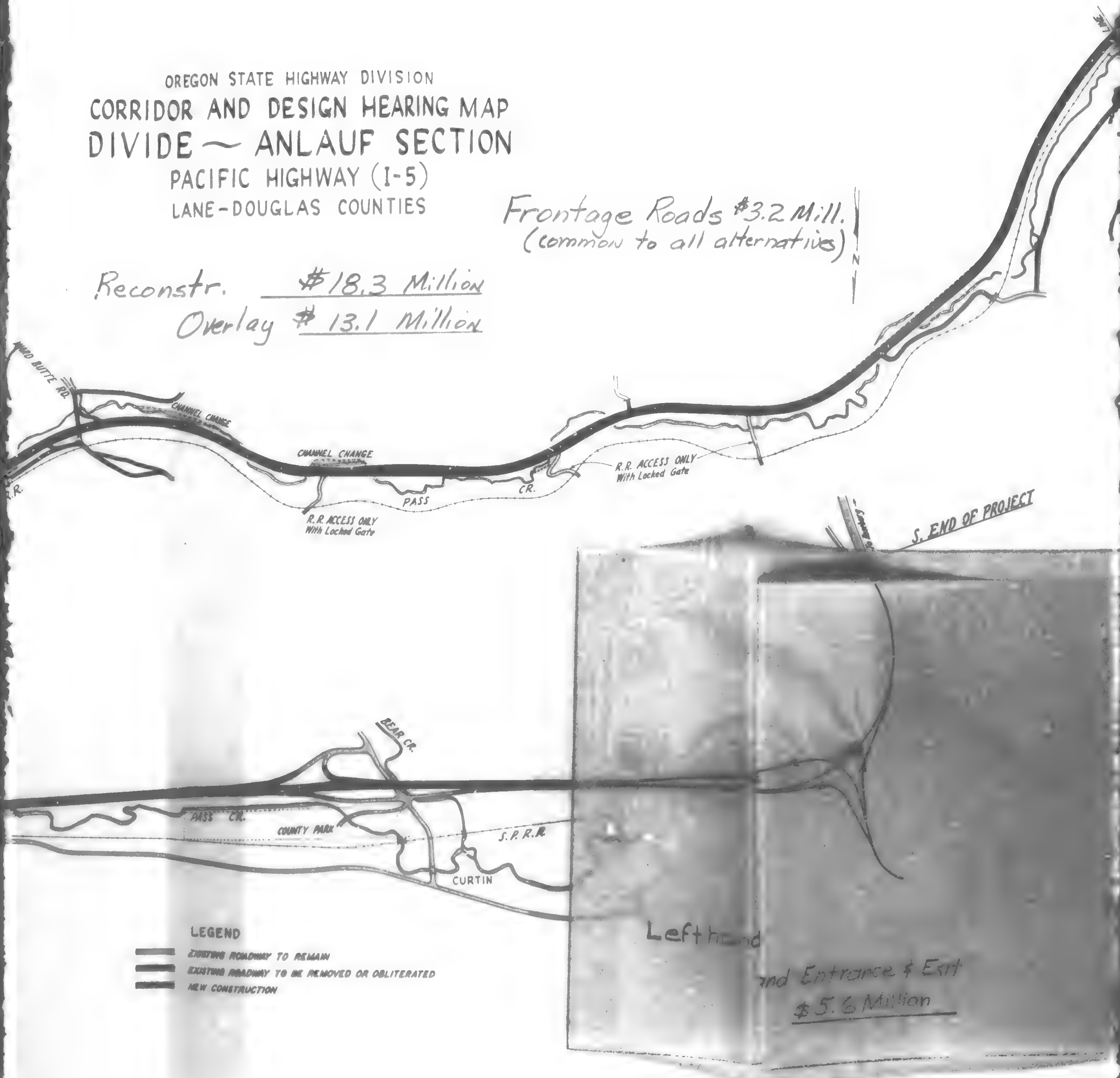
OREGO

CORRIDOR

DIVIDE


OF PROJECT
MARTIN CR. RD.
To Eugene
To Cottage Grove
DIVIDE
LINE
MATCH
COMSTOCK CEMETERY
COMSTOCK
N
PA
LE
EXI
EXI
NE

Construction Plan
$6.8 Million



OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP
DIVIDE ~ ANLAUF SECTION

PACIFIC HIGHWAY (I-5)
LANE-DOUGLAS COUNTIES

Frontage Roads $3.2 Mill.
(common to all alternatives)

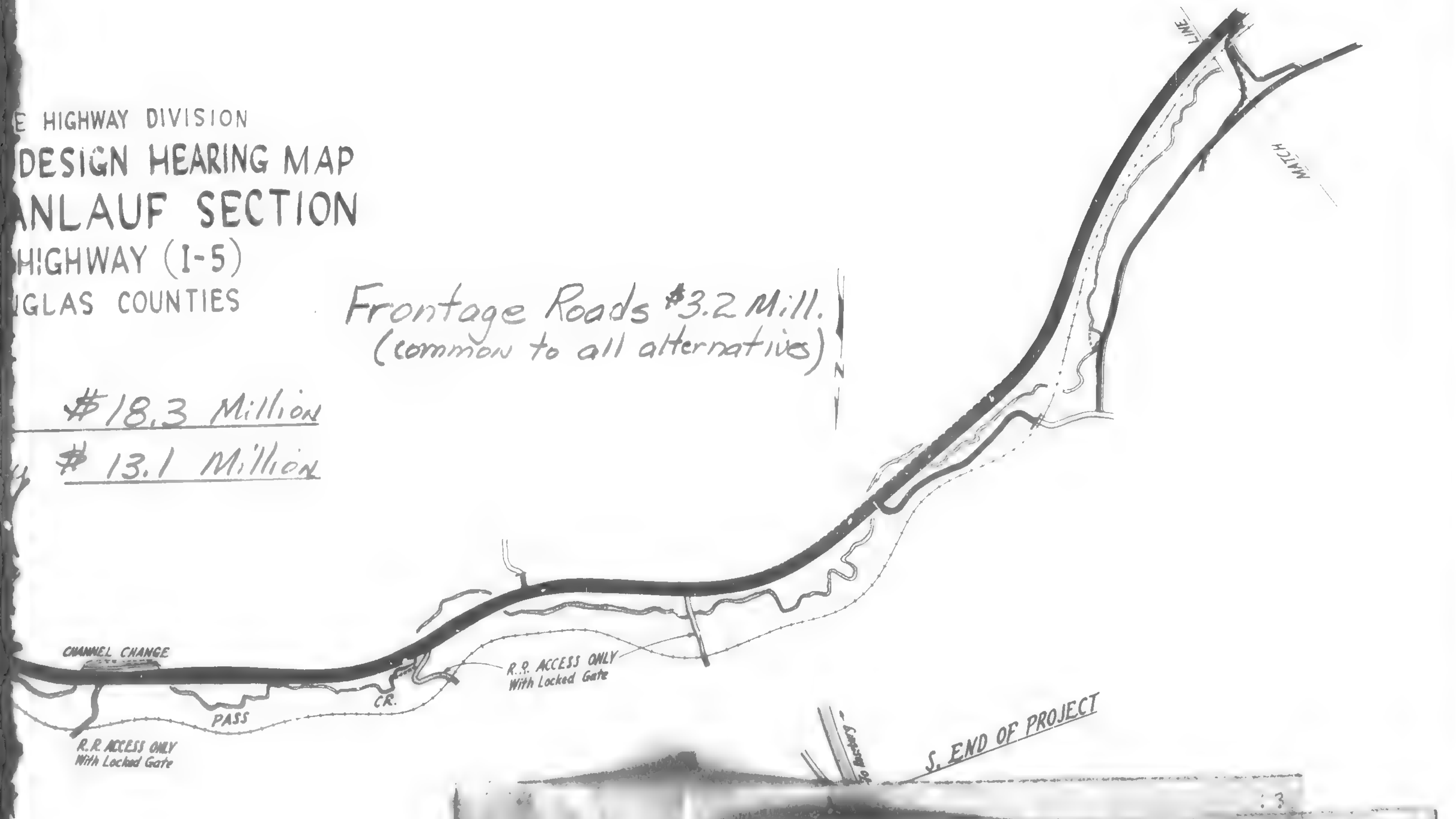
Reconstr. $18.3 Million
Overlay $ 13.1 Million

Lefthand
and Entrance & Exit
$5.6 Million

LEGEND

- EXISTING ROADWAY TO REMAIN
- EXISTING ROADWAY TO BE REMOVED OR OBLITERATED
- NEW CONSTRUCTION

BUTTE RD.
CHANNEL CHANGE
CHANNEL CHANGE
R.R.
PASS
CR.
R.R. ACCESS ONLY
With Locked Gate
R.R. ACCESS ONLY
With Locked Gate
N
S. END OF PROJECT
BEAR CR.
PASS CR.
COUNTY PARK
S.P.R.R.
CURTIN



E HIGHWAY DIVISION
DESIGN HEARING MAP
ANLAUF SECTION
HIGHWAY (I-5)
GLAS COUNTIES

Frontage Roads $3.2 Mill.
(common to all alternatives)

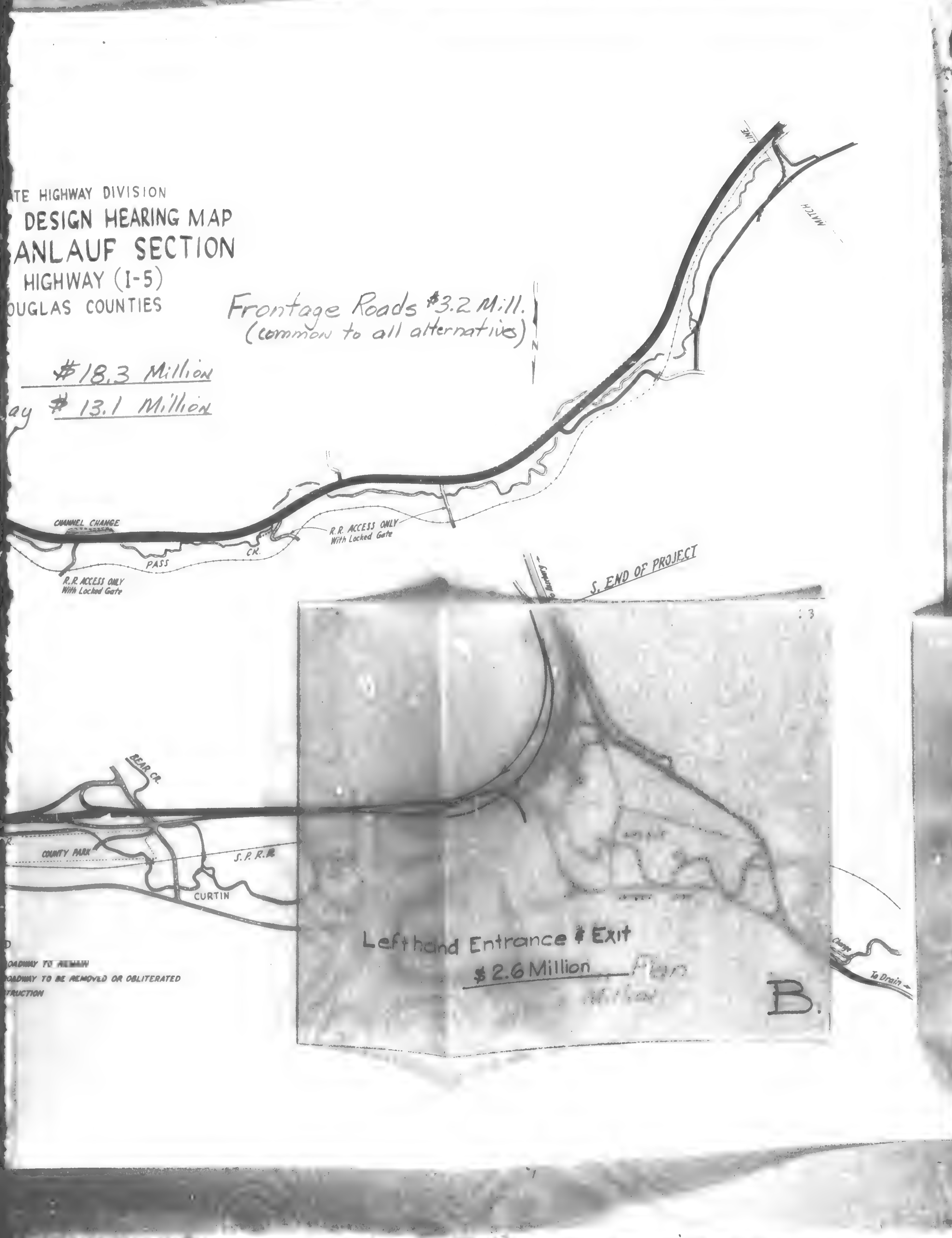
$18.3 Million

y, $ 13.1 Million

Left hand Entrance & Exit
$5.6 Million

AY TO REMAIN
AY TO BE REMOVED OR OBLITERATED
TION

LINE
MATCH
N
CHANNEL CHANGE
R.R. ACCESS ONLY
With Locked Gate
PASS
CR.
R.R. ACCESS ONLY
With Locked Gate
S. END OF PROJECT
BEAR CR.
COUNTY PARK
S.P.R.R.
CURTIN
3
14
A



ATE HIGHWAY DIVISION
DESIGN HEARING MAP
ANLAUF SECTION
HIGHWAY (I-5)
OUGLAS COUNTIES

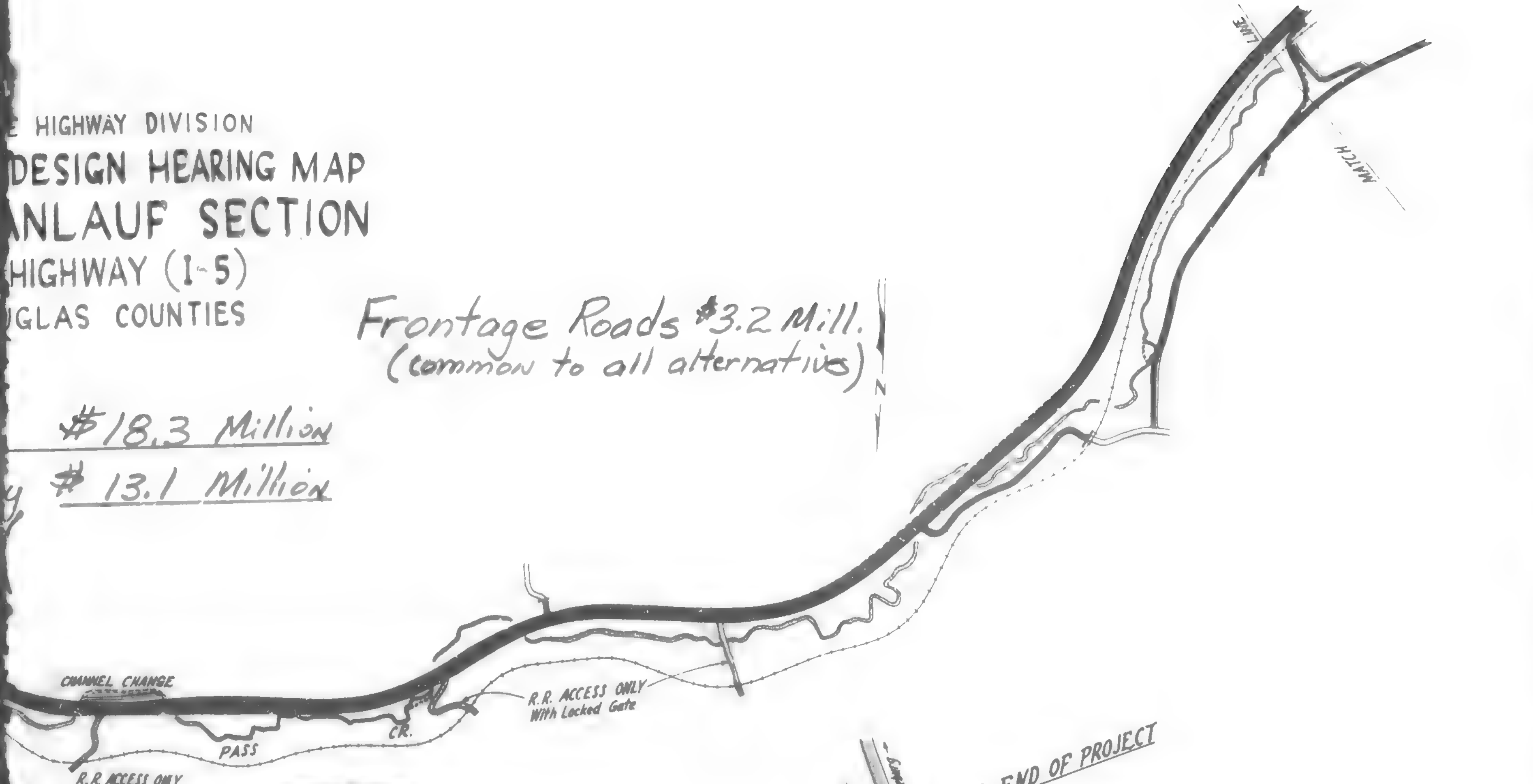
Frontage Roads $3.2 Mill.
(common to all alternatives)

$18.3 Million
ay $13.1 Million

Lefthand Entrance & Exit
$2.6 Million

B.

LINE
MATCH
N
CHANNEL CHANGE
PASS
CK.
R.R. ACCESS ONLY
With Locked Gate
R.R. ACCESS ONLY
With Locked Gate
S. END OF PROJECT
BEAR CR.
COUNTY PARK
S.P.R.R.
CURTIN
Change
To Drain
OADWAY TO REMAIN
OADWAY TO BE REMOVED OR OBLITERATED
TRUCTION


CHANNEL CHANGE
PASS
CR.
R.R. ACCESS ONLY
With Locked Gate
R.R. ACCESS ONLY
With Locked Gate
MATCH
LINE
N
To Roseburg
S. END OF PROJECT
BUCK CR.
ANLAUF
HWY.
UMPQUA HWY.
TERRITORIAL
Channel Change
To Drain

E HIGHWAY DIVISION
DESIGN HEARING MAP
ANLAUF SECTION
HIGHWAY (I-5)
UGLAS COUNTIES

Frontage Roads $3.2 Mill.
(common to all alternatives)

$18.3 Million

y $ 13.1 Million

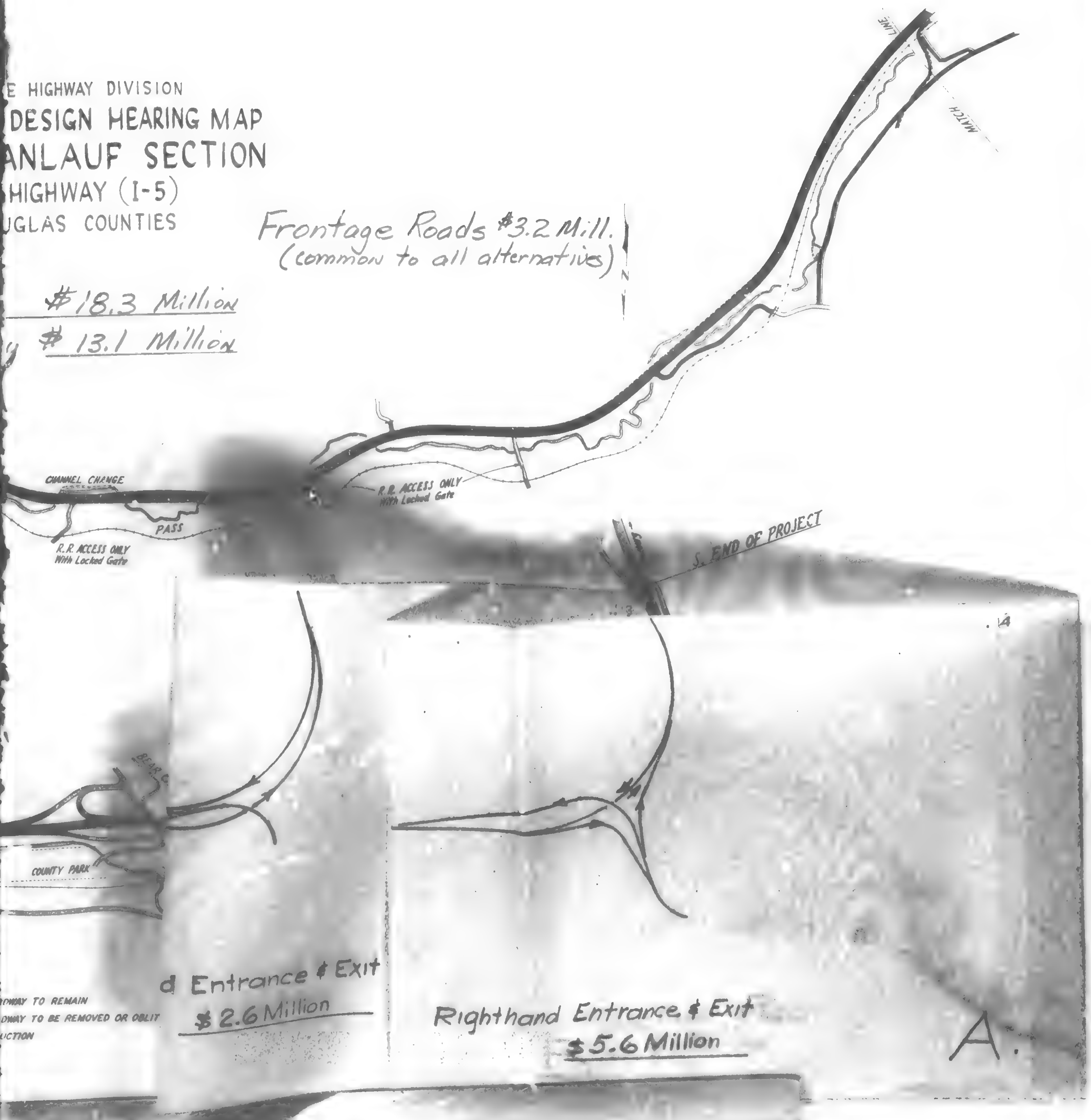
Construction Plan
$10.4 Million

E HIGHWAY DIVISION
DESIGN HEARING MAP
ANLAUF SECTION
HIGHWAY (I-5)
UGLAS COUNTIES

Frontage Roads $3.2 Mill.
(common to all alternatives)

$18.3 Million

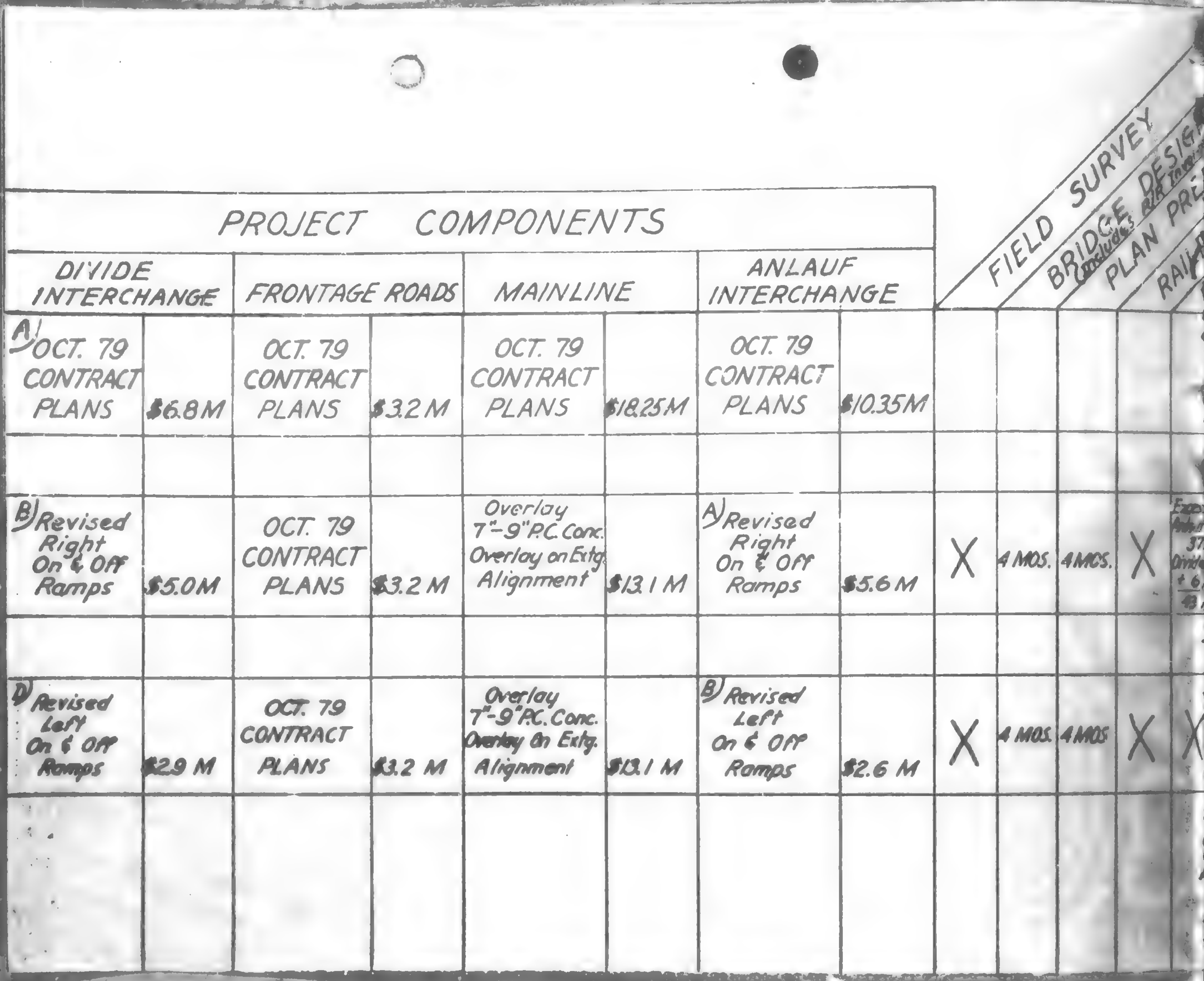
y $13.1 Million


LINE
MATCH
N
CHANNEL CHANGE
PASS
R.R. ACCESS ONLY
With Locked Gate
R.R. ACCESS ONLY
With Locked Gate
S. END OF PROJECT
BEAR C
COUNTY PARK
DWAY TO REMAIN
DWAY TO BE REMOVED OR OBLIT
UCTION

d Entrance & Exit
$2.6 Million

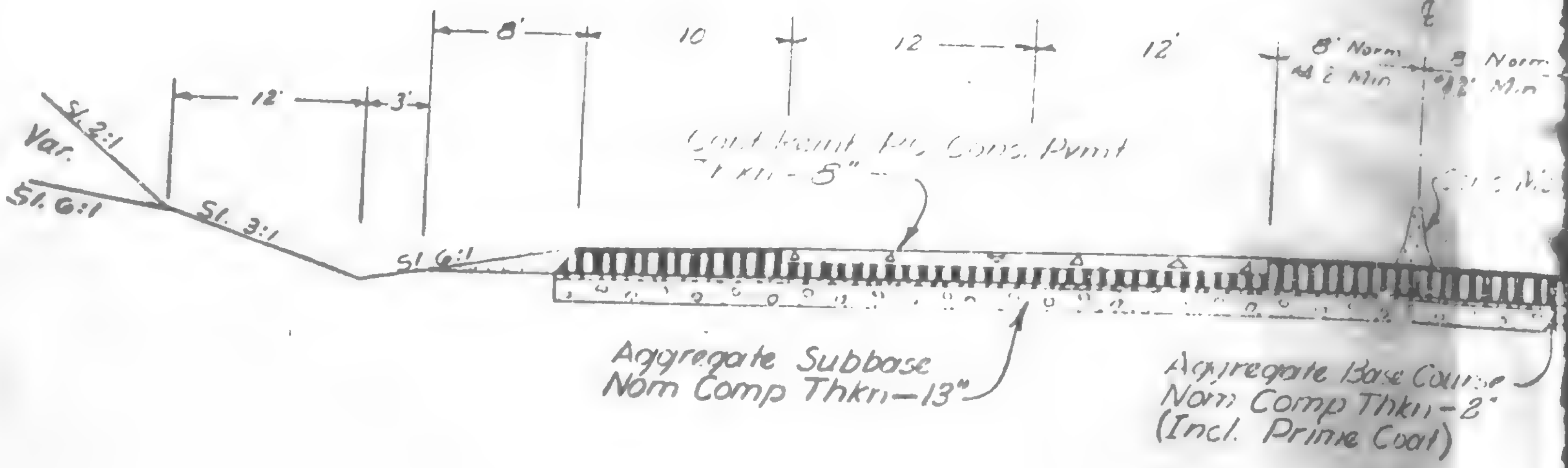
Righthand Entrance & Exit
$5.6 Million

A.



PROJECT COMPONENTS												
DIVIDE INTERCHANGE		FRONTAGE ROADS		MAINLINE		ANLAUF INTERCHANGE		FIELD SURVEY	BRIDGE DESIG (Includes R/R Inte	PLAN PRE	RAI	
A) OCT. 79 CONTRACT PLANS	$6.8 M	OCT. 79 CONTRACT PLANS	$3.2 M	OCT. 79 CONTRACT PLANS	$18.25 M	OCT. 79 CONTRACT PLANS	$10.35 M					
B) Revised Right On & Off Ramps	$5.0 M	OCT. 79 CONTRACT PLANS	$3.2 M	Overlay 7"-9" P.C. Conc. Overlay on Extg. Alignment	$13.1 M	A) Revised Right On & Off Ramps	$5.6 M	X	4 MOS.	4 MOS.	X	Exc Ant 37 Divid + 6 43
D) Revised Left On & Off Ramps	$2.9 M	OCT. 79 CONTRACT PLANS	$3.2 M	Overlay 7"-9" P.C. Conc. Overlay On Extg. Alignment	$13.1 M	B) Revised Left On & Off Ramps	$2.6 M	X	4 MOS.	4 MOS.	X	X

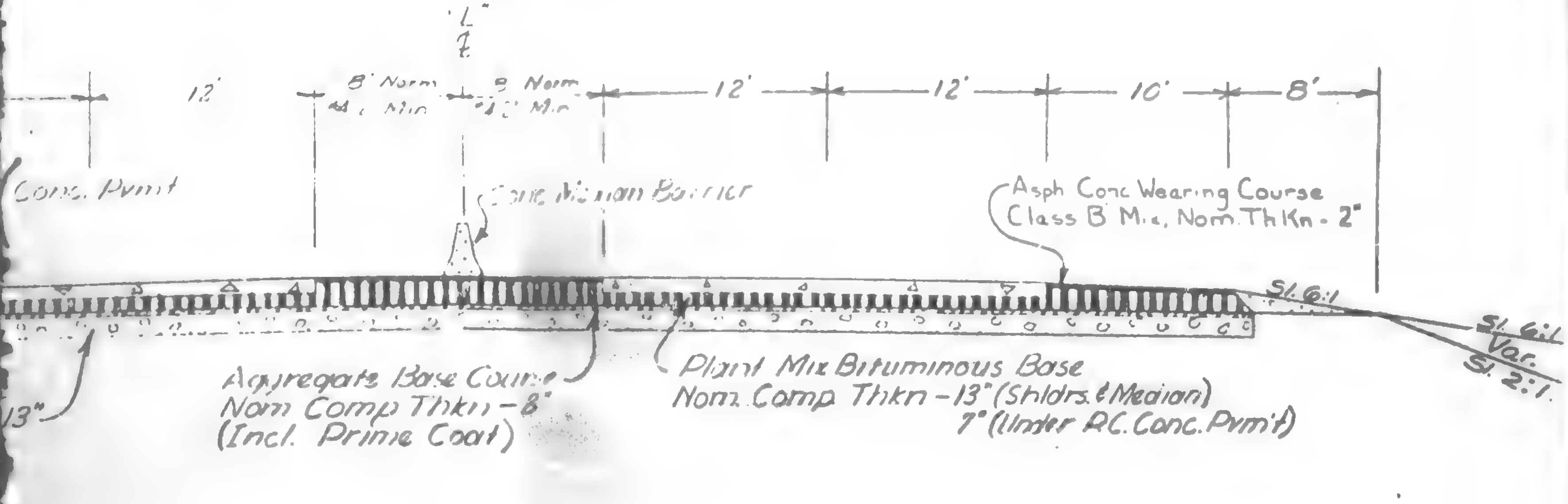
NGE	FIELD SURVEY	BRIDGE DESIGN (includes R/R involvement)	PLAN PREPARATION	RAILROAD & P.U.C. INVOLVEMENT	RIGHT OF WAY	FISH & WILDLIFE	DIV. STATE LANDS	STAGE CONST. & TRAFFIC CONTROL	TRAFFIC SAFETY FACTORS	FOUNDATION INVESTIGATION	E.I.S. DOCUMENTATION MEMO	PUBLIC UTILITY CONTACT	P.S. & E. (FHWA)	COST
10.35M								Provides 2 Lanes Ea. Direct 3 of 6 Stages	SAFE SPEED 66MPH					$38,600,000
5.6 M	X	4 MOS.	4 MOS.	X	Excess R/W Around Int. 37 AC Divide + 6 AC 43 AC	X	X	Provides One Lane Traffic Each Direct.	SAFE SPEED 62 MPH	X	X	X	X	$26,900,000
2.6 M	X	4 MOS.	4 MOS	X	X	X	X	Provides One Lane Traffic Each Direct	SAFE SPEED 62 MPH	X	X	X	X	$21,800,000



8'
10
12
12'
12'
3'
"L"
℄
8' Norm
4' Min
8' Norm
12' Min
Sl. 2:1
Var.
Sl. 6:1
Sl. 3:1
Sl. 6:1
Cont. Reinf. P.C. Conc. Pvmt
Thkn - 8"
Aggregate Subbase
Nom Comp Thkn—13"
Aggregate Base Course
Nom Comp Thkn - 2"
(Incl. Prime Coat)

OCTOBER 1979 CONTRA

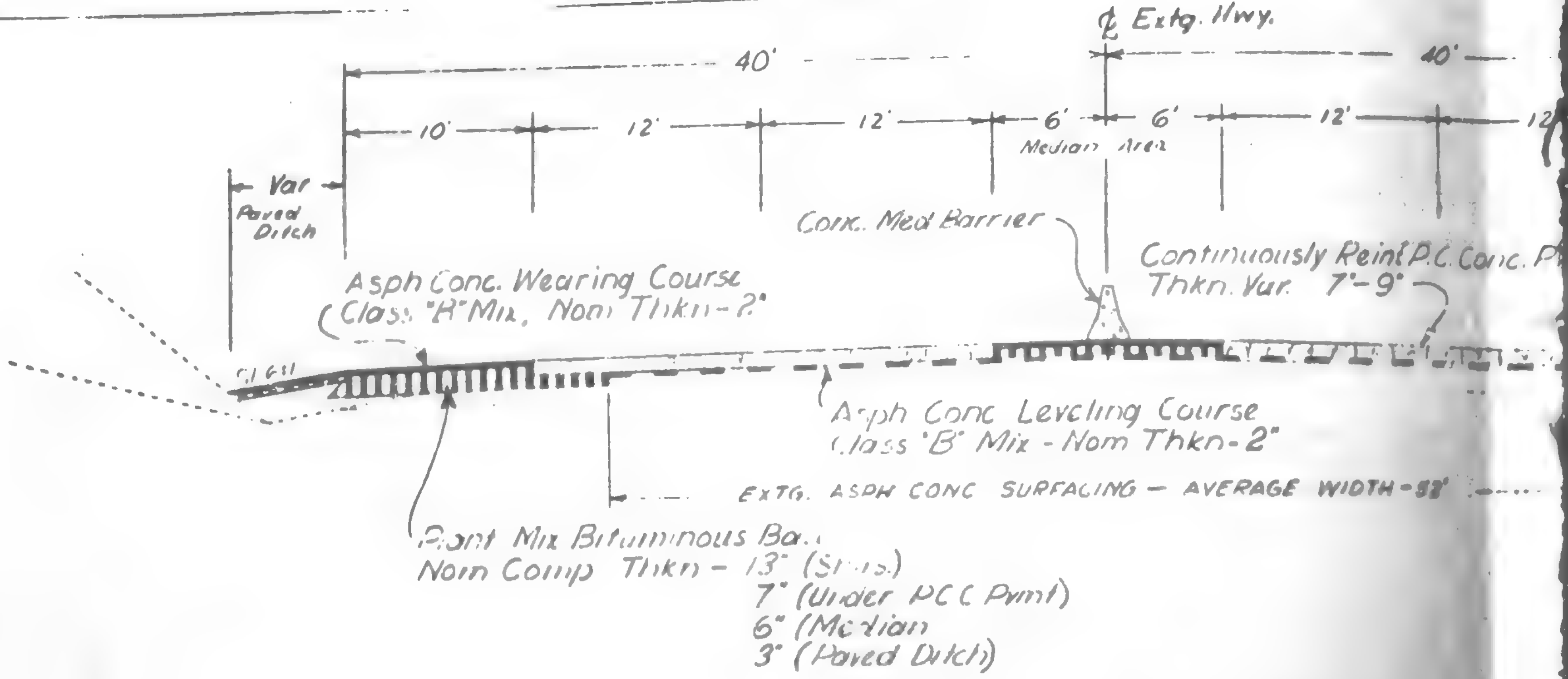
STA 1070+00 THRU EQU 1091+1
12+32.
*192+00 TO


"L"
℄
12'
8' Norm
4' Min
8' Norm
4' Min
12'
12'
10'
8'
Conc. Pvmt
Conc Median Barrier
Asph Conc Wearing Course
Class B Mix, Nom. ThKn - 2"
Sl. 6:1
Sl. 6:1
Var.
Sl. 2:1
13"
Aggregate Base Course
Nom Comp Thkn - 8"
(Incl. Prime Coat)
Plant Mix Bituminous Base
Nom. Comp Thkn - 13" (Shldrs & Median)
7" (Under RC. Conc. Pvmt)

OCTOBER 1979 CONTRACT PLANS

STA 1070+00 THRU EQUA 1091+13.22 Bk 12+32.39 Ah TO STA 192+00

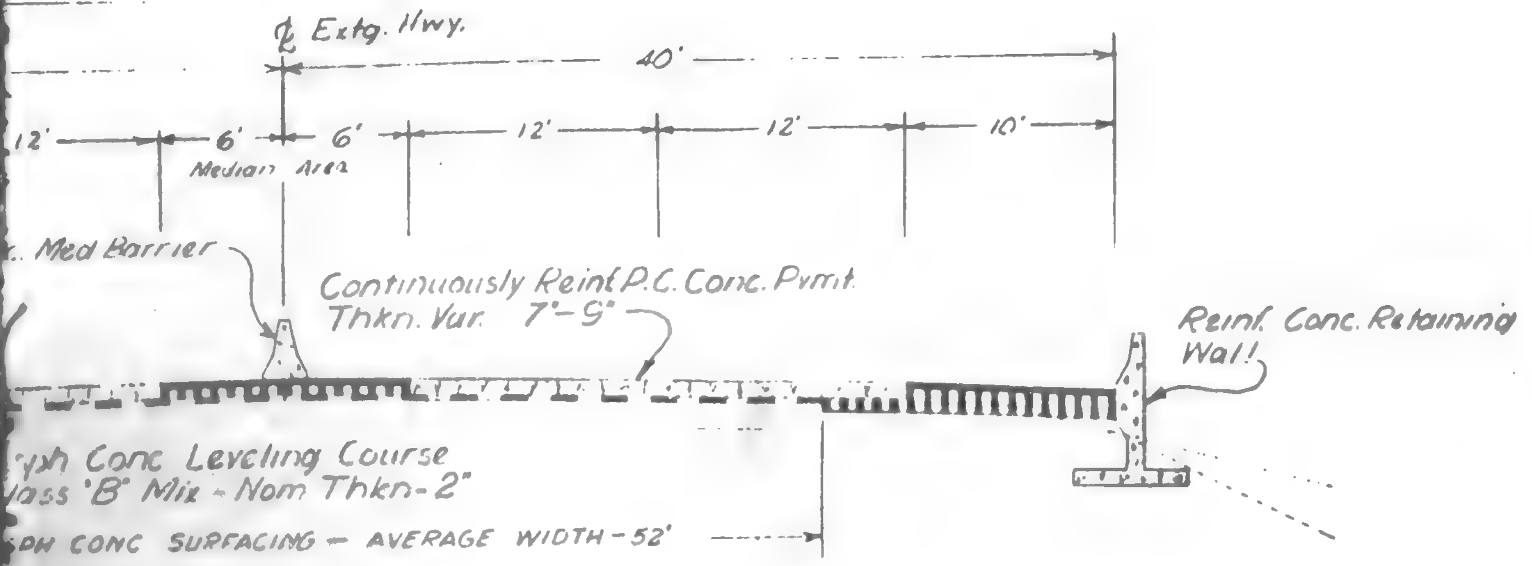
*192+00 TO 197+00 (Med Taper Sect)


℄ Extg. Hwy.
40'
40'
10'
12'
12'
6'
6'
12'
12
Median Area
Var
Paved Ditch
Conc. Med Barrier
Continuously Reinf. P.C. Conc. P
Thkn. Var. 7"-9"
Asph Conc. Wearing Course
(Class "B" Mix, Nom Thkn-2"
Asph Conc Leveling Course
Class "B" Mix - Nom Thkn-2"
EXTG. ASPH CONC SURFACING — AVERAGE WIDTH-58'
Plant Mix Bituminous Ba
Nom Comp Thkn - 13" (Shlds.)
7" (Under PCC Pvmt)
6" (Median
3" (Paved Ditch)

7"-9" P.C.C. Overlay

PROPOSED SECTION

STA. 1070+00 Thru Equa 1091+13.22 Bk. / 12+32.93 Ah TO STA 1



℄ Extg. Hwy.
40'
12'
6'
6'
12'
12'
10'
Median Area
. Med Barrier
Continuously Reinf. P.C. Conc. Pvmt.
Thkn. Var. 7"-9"
Reinf. Conc. Retaining Wall
ph Conc Leveling Course
lass 'B' Mix - Nom Thkn-2"
SPH CONC SURFACING - AVERAGE WIDTH - 52'

is)
er PCC Pvmt)
dian
ed Ditch)

9" P.C.C. Overlay

PROPOSED SECTION

0+00 Thru Equa 1091+13.22 Bk. 12+32.93 Ah. TO STA 197+00

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

Martin Cr.- Anlauf

10-30-79
Gettis

ITEM	Oct. 1979 Contract Plans	Mainline Overlay, Revised Right On & Off Divide & Anlauf Interch.	Mainline Overlay, Revised Left On & Off Divide & Anlauf Interch.
Mobilization & Traffic Control	$ 6,150,000	$ 4,594,000	$ 3,974,000
Grading	7,610,000	3,967,000	2,345,000
Surfacing	13,570,000	9,652,000	8,918,000
Structures	6,290,000	4,333,000	2,828,000
Drainage	1,580,000	1,303,000	976,000
Misc.	3,420,000	3,051,000	2,679,000
Total	$ 38,000,000	$ 26,900,000	$ 21,800,000

11-2-79

MARTIN CREEK-ANLAUF SECTION

Pacific Hwy. (I-5)

Lane and Douglas Counties

Revised Engineer's Estimate for Item 17: Temporary Illumination

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Quantity: All   Unit Price: Lump Sum

Revised Total Price: $692,500 *

* See attached sheet.

MARTIN CREEK-ANLAUF SECTION
Pacific Hwy. (I-5)
Lane and Douglas Counties

Calculations:

No. Poles: Comstock-Anlauf Intch. Sec. = 115 poles
Martin Cr.-Comstock Sec. = 144 poles

Total No. Poles = 259 poles

Price/Pole = $2,500 which includes wood poles, luminaires, wire, switch gear, installation and removal.

Total Installed: 259 x $2,500 = $647,500

Energy Cost: 400W HPS lamps - 1,666 KW/lamp/year

4 yrs. x 259 x 1,666 KW/lamp/yr. - 1,725,576 KWH

Total Energy Cost: $0.025/KWS x 1,725,960 = $ 43,150

≅ 45,000

Item 17: Temporary Illumination $692,500

The original engineer's estimate was understated because no plans were furnished for the pole placement of temporary illumination. The number of poles required during construction staging of this project is approximately twice that which was originally estimated. Energy cost was added because of the length of time required to maintain and service the lights.

11-1-79

MARTIN CREEK-ANLAUF SECTION

Revised Engineer's Estimate for Structures

Bridge No.	Bridge Name	Engineer's Estimate
163B	RR Structure at Divide	$ 730,280
16272	Str. over Freeway at Divide	539,494
16299	Ward Butte Rd.	399,921
7584A	Comstock O'xing	443,444
7469A	Bear Creek Widening	551,759
7470B	Str. over Freeway at Anlauf	614,135
7470C	Buck Creek Road	260,661
7471A	Umpqua Hwy. over SPRR	1,068,160
7471B	Umpqua Hwy. over Pass Cr.	361,407
		$4,969,261 *
	+ 22.5%	1,118,084 **
		$6,087,345

* See attached sheets.

** This is a factor for projected price increases for 1 1/2 years at 15%. The contract would run for nearly 4 years. It is anticipated that rising prices will effect all items going into bridge construction. These major items are fuel, steel piling, reinforcing steel, cement, labor, and form and falsework materials.

smd

Martin Creek-Anlauf Intchge. Section
Grading, Paving, Structures, Signing
and Illumination

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
162.	Furnishing and Planting Shrubs	Each	2,020	$	$
	STRUCTURES				
	Bridge No. 163 B				
163.	Bridge Removal Work, No. 163 A	Lump Sum	All	Lump Sum	75,000 00
164.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	75,000 00
165.	Structure Excavation	Cu.Yd.	645	12 00	7,740 00
166.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	12,000 00
167.	Furnish HP12x53 Steel Piling	Lin.Ft.	2,766	14.00	38,730 00
168.	Drive Steel Piles	Lin.Ft.	2,766	3.00	8,300 00
169.	Structural Concrete, Class 3300 270 YD^3	Lump Sum @225.00	All	Lump Sum	60,750 00
170.	Structural Concrete, Class 4000 250 YD^3	Lump Sum @250.00	All	Lump Sum	62,500 00
171.	Structural Concrete, Class 4500 385 YD^3	Lump Sum @275.00	All	Lump Sum	105,880 00
172.	75'/80' Type V Prestressed Beams	Each	4	8,000	32,000 00
173.	80'/85' Type V Prestressed Beams	Each	3	8,500	25,500 00
174.	85'/90' Type V Prestressed Beams	Each	2	9,000	18,000 00
175.	90'/95' Type V Prestressed Beams	Each	4	9,500	38,000 00

Martin Creek-Anlauf Intchge. Section
Grading, Paving, Structures, Signing
and Illumination

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
176.	95'/100' Type V Prestressed Beams	Each	3	$10,000!	$30,000!00
177.	100'/105' Type V Prestressed Beams	Each	3	10,500!	31,500!00
178.	105'/110' Type V Prestressed Beams	Each	2	11,000!	22,000!00
179.	110'/115' Type V Prestressed Beams	Each	2	11,500!	23,000!00
180.	115'/120' Type V Prestressed Beams	Each	1	12,000!	12,000!00
181.	Reinforcement 1[illegible] LBS	Lump Sum @ 0.60/lb	All	Lump Sum	7[illegible],000!00
182.	Coated Reinforcement 53,500 LBS	Lump Sum @ 0.70/lb	All	Lump Sum	37,450!00
183.	Reinforced Concrete Bridge End Panels	Sq.Yd.	235	60!00	14,100!00
184.	1-inch Electrical Conduit	Lin.Ft.	365	5!00	1,830!00
				SUB TOTAL	730,230.00
	Bridge No. 16272				
185.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	30,000!00
186.	Structure Excavation	Cu.Yd.	275	20!00	5,500!00
187.	Structure Excavation Below Elevations Shown	Cu.Yd.	25	25!00	625!00
188.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	10,000!00
189.	Furnish HP12x53 Steel Piling	Lin.Ft.	807	15!00	12,105!00
190.	Drive Steel Piles	Lin.Ft.	807	2!00	1,614!00

Martin Creek-Anlauf Intchge. Section
Grading, Paving, Structures, Signing
and Illumination

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
191.	Structural Concrete, Class 3300 280	Lump Sum	$200.00 All	Lump Sum	$56,000.00
192.	Structural Concrete, Class 4000 20	Lump Sum	300.00 All	Lump Sum	6,000.00
193.	Structural Concrete, Class 5000 735	Lump Sum	300.00 All	Lump Sum	220,500.00
194.	Expansion Joint, Type SA-400	Lin.Ft.	60	$ 100.00	6,000.00
195.	Reinforcement 119,000 LBS	Lump Sum	@ 0.50 All	Lump Sum	59,500.00
196.	Coated Reinforcement 22,000 LBS	Lump Sum	@ 1.00 All	Lump Sum	22,000.00
197.	Prestressing Steel 60,000 LBS	Lump Sum	@ 1.50 All	Lump Sum	90,000.00
198.	Reinforced Concrete Bridge End Panels	Sq.Yd.	130	50.00	6,500.00
199.	Bearing Devices, Bent 2	Each	2	600.00	1,200.00
200.	Bearing Devices, Bent 4	Each	2	600.00	1,200.00
201.	Concrete Slope Paving	Sq.Yd.	215	30.00	6,450.00
202.	Slope Paving Curbs	Lin.Ft.	200	20.00	4,500.00
203.	4-inch PVC Pipe	Lin.Ft.	30	10.00	300.00
				SUB TOTAL	539,494.00
	Bridge No. 16299				
204.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	25,000.00
205.	Structure Excavation	Cu.Yd.	315	20.00	6,300.00
206.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	12,000.00
207.	Furnish HP12x53 Steel Piling	Lin.Ft.	2,332	15.00	35,000.00

Martin Creek-Anlauf Intchge. Section
Grading, Paving, Structures, Signing
and Illumination

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
208.	Drive Steel Piles 390 YD³	Lin.Ft. 240.00	2,332	$ 2.00	$ 4,664 00
209.	Structural Concrete, Class 3300 185 YD³	Lump Sum 255.00	All	Lump Sum	93,600 00
210.	Structural Concrete, Class 4500 100,500 lb	Lump Sum @ 0.48/lb	All	Lump Sum	47,175 00
211.	120'/125' Type V Prestressed Beams	Each	6	13,500 00	81,000 00
212.	Reinforcement	Lump Sum	All	Lump Sum	48,240 00
213.	Reinforced Concrete Bridge End Panels	Sq.Yd.	157	50 00	7,850 00
214.	Two Tube Metal Railing	Lin.Ft.	494	46 00	22,724 00
215.	Concrete Slope Paving	Sq.Yd.	464	27 00	12,528 00
216.	Slope Paving Curbs	Lin.Ft.	240	16 00	3,840 00
				SUB TOTAL	(399,921.00)
	Bridge No. 7584A				
217.	Bridge Removal Work, No. 7584	Lump Sum	All	Lump Sum	25,000 00
218.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	25,000 00
219.	Structure Excavation	Cu.Yd.	340	20 00	6,800 00
220.	Structure Excavation Below Elevations Shown	Cu.Yd.	30	20 00	600 00
221.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	10,000 00
222.	Furnish HP10x42 Steel Piling	Lin.Ft.	780	12 00	9,360 00
223.	Drive Steel Piles	Lin.Ft.	780	2 00	1,560 00

Martin Creek-Anlauf Intchge. Section
Grading, Paving, Structures, Signing
and Illumination

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
224.	Structural Concrete, Class 3300 215 YD³	Lump Sum 235.00	All	Lump Sum	$51,600 00
225.	Structural Concrete, Class 4500 700 YD³	Lump Sum 260.00	All	Lump Sum	182,000 00
226.	Reinforcement 128,800 lb	Lump Sum @0.48/lb	All	Lump Sum	61,824 00
227.	Coated Reinforcement 70,000 lb	Lump Sum @0.68/lb	All	Lump Sum	47,600 00
228.	Reinforced Concrete Bridge End Panels	Sq.Yd.	442	$ 50 00	22,100 00
				SUB TOTAL	(443,444.00)
	Bridge No. 7469B				
229.	Raise Existing Bridge	Lump Sum	All	Lump Sum	150,000 00
230.	Alterations to Existing Structure	Lump Sum	All	Lump Sum	30,000 00
231.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	30,000 00
232.	Structure Excavation	Cu.Yd.	160	20 00	3,200 00
233.	Structure Excavation Below Elevations Shown	Cu.Yd.	15	25 00	375 00
234.	Special Footing Backfill	Cu.Yd.	60	10 00	600 00
235.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	10,000 00
236.	Furnish HP10x42 Steel Piling	Lin.Ft.	152	15 00	2,280 00
237.	Drive Steel Piles	Lin.Ft.	152	2 00	304 00
238.	Structural Concrete, Class 3300 175 YDS³	Lump Sum 250.00	All	Lump Sum	43,750 00

Martin Creek-Anlauf Intchge. Section
Grading, Paving, Structures, Signing
and Illumination

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
239.	Structural Concrete, Class 4500 105 YD^3	Lump Sum	400.00 All	Lump Sum	$ 42,000 00
240.	Reinforcement 94,000 lb	Lump Sum	@0.50 All	Lump Sum	47,000 00
241.	Class 1 Preparation	Sq.Yd.	1,750	$ 25 00	43,750 00
242.	Class 2 Preparation	Sq.Yd.	260	200 00	52,000 00
243.	Furnish Latex-Modified Concrete (Alternate A)	Cu.Yd.	92	—	—
244.	Construct Latex-Modified Concrete Resurfacing (Alternate A)	Sq.Yd.	1,750	—	—
245.	Dense Concrete Resurfacing (Alternate B)	Sq.Yd.	1,750	40 00	70,000 00
246.	Reinforced Concrete Bridge End Panels	Sq.Yd.	448	50 00	22,400 00
247.	1-1/2-inch Electrical Conduit	Lin.Ft.	410	10 00	4,100 00
				SUB TOTAL	551,759.00 ×
	Bridge No. 7470B				
248.	Bridge Removal Work, No. 7470	Lump Sum	All	Lump Sum	60,000 00
249.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	30,000 00
250.	Structure Excavation	Cu.Yd.	465	20 00	9,300 00
251.	Structure Excavation Below Elevations Shown	Cu.Yd.	40	20 00	800 00
252.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	12,000 00

Martin Creek-Anlauf Intchge. Section
Grading, Paving, Structures, Signing
and Illumination

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
253.	Furnish HP12x53 Steel Piling	Lin.Ft.	749	$ 15!00	$11,235!00
254.	Drive Steel Piles	Lin.Ft.	749	2!00	1,498!00
255.	Structural Concrete, Class 3300 90 YD^3	Lump Sum @240.00	All	Lump Sum	21,600!00
256.	Structural Concrete, Class 4000 130 YD^3	Lump Sum @ 250.00	All	Lump Sum	33,150!00
257.	Structural Concrete, Class 5000 795 YD^3	Lump Sum 270.00	All	Lump Sum	214,650!00
258.	Reinforcement 130,000 lb	Lump Sum @ 0.48/lb	All	Lump Sum	62,400!00
259.	Coated Reinforcement 38,000 lb	Lump Sum @ 0.68/lb	All	Lump Sum	25,840!00
260.	Prestressing Steel 70,000 Lb	Lump Sum @ 1.00/lb	All	Lump Sum	70,900!00
261.	Reinforced Concrete Bridge End Panels	Sq.Yd.	219	50!00	10,950!00
262.	Bearing Devices, Bent 1	Each	7	500!00	3,500!00
263.	Bearing Devices, Bent 3	Each	7	500!00	3,500!00
264.	Two Tube Metal Railing	Lin.Ft.	512	46!00	23,552!00
265.	Concrete Slope Paving	Sq.Yd.	500	27!00	13,500!00
266.	Slope Paving Curbs	Lin.Ft.	294	16!00	4,704!00
267.	1-1/2-inch Electrical Conduit	Lin.Ft.	264	4!00	1,056!00
			SUB TOTAL		(614,135.00)
	Bridge No. 7470C				
268.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	6,000!00

Martin Creek-Anlauf Intchge. Section
Grading, Paving, Structures, Signing
and Illumination

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
269.	Structure Excavation	Cu.Yd.	90	$ 20 00	$ 1,800 00
270.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	12,000 00
271.	Furnish HP10x42 Steel Piling	Lin.Ft.	1,104	12 00	13,248 00
272.	Drive Steel Piles	Lin.Ft.	1,104	2 00	2,208 00
273.	Structural Concrete, Class 3300 170 YD³	Lump Sum @235.00	All	Lump Sum	39,950 00
274.	Structural Concrete, Class 4500 145 YD³	Lump Sum @255.00	All	Lump Sum	36,975 00
275.	105'/110' Type IV Prestressed Beams	Each	8	11,000 00	88,000 00
276.	Reinforcement 37,300 lb	Lump Sum @0.48/lb	All	Lump Sum	17,904 00
277.	Coated Reinforcement 18,700 lb	Lump Sum @0.48/lb	All	Lump Sum	12,716 00
278.	Reinforced Concrete Bridge End Panels	Sq.Yd.	265	50 00	13,250 00
279.	Concrete Slope Paving	Sq.Yd.	446	27 00	12,042 00
280.	Slope Paving Curbs	Lin.Ft.	140	16 00	2,240 00
281.	8-inch Culvert Pipe	Lin.Ft.	118	12 00	1,416 00
282.	1-inch Electrical Conduit	Lin.Ft.	304	3 00	912 00
				SUB TOTAL	(260,661 .00)
	Bridge No. 7471A				
283.	Bridge Removal Work, No. 7471	Lump Sum	All	Lump Sum	113,000 00
284.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	47,000 00

Martin Creek-Anlauf Intchge. Section
Grading, Paving, Structures, Signing
and Illumination

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
285.	Structure Excavation	Cu.Yd.	1,040	$ 12.00	$ 12,480.00
286.	Structure Excavation Below Elevations Shown	Cu.Yd.	100	20.00	2,000.00
287.	Special Wall Backfill	Cu.Yd.	170	15.00	2,550.00
288.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	12,000.00
289.	Furnish HP10x42 Steel Piling	Lin.Ft.	1,524	12.00	18,288.00
290.	Drive Steel Piles	Lin.Ft.	1,524	3.00	4,572.00
291.	Structural Concrete, Class 3300 390 YD³	Lump Sum @ 225.00	All	Lump Sum	87,750.00
292.	Structural Concrete, Class 4000 305 YD³	Lump Sum @ 250.00	All	Lump Sum	76,250.00
293.	Structural Concrete, Class 5000 1170 YD³	Lump Sum @ 325.00	All	Lump Sum	380,250.00
294.	Expansion Joint, Type D-260	Lin.Ft.	62	150.00	9,300.00
295.	Reinforcement 280,000 lb	Lump Sum @ 0.50	All	Lump Sum	140,000.00
296.	Coated Reinforcement 59,000 lb	Lump Sum @ 0.70	All	Lump Sum	41,300.00
297.	Prestressing Steel 106,000 lb	Lump Sum @ 1.00	All	Lump Sum	106,000.00
298.	Reinforced Concrete Bridge End Panels	Sq.Yd.	257	60.00	15,420.00
299.	Bearing Devices, Bent 1	Each	6	600.00	3,600.00
300.	Bearing Devices, Bent 2	Each	2	600.00	1,200.00

Martin Creek-Anlauf Intchge. Section
Grading, Paving, Structures, Signing
and Illumination

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
301.	4-inch PVC Pipe	Lin.Ft.	12	$ 10!00	$ 120!00
				SUB TOTAL	1,068,160.00 x
	Bridge No. 7471B				
302.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	10,000!00
303.	Structure Excavation	Cu.Yd.	415	20 !00	8,300!00
304.	Structure Excavation Below Elevations Shown	Cu.Yd.	40	20 !00	800!00
305.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	12,000!00
306.	Furnish HP10x42 Steel Piling	Lin.Ft.	987	12 !00	11,844!00
307.	Drive Steel Piles	Lin.Ft.	987	2 !00	1,974!00
308.	Structural Concrete, Class 3300 430 yd³	Lump Sum (235.00)	All	Lump Sum	101,050!00
309.	Structural Concrete, Class 4500 205 yd³	Lump Sum (255.00)	All	Lump Sum	52,275!00
310.	75'/80' Type III Prestressed Beams	Each	16	6,000!00	96,000!00
311.	Reinforcement 59,800 lb	Lump Sum @ 0.48/lb	All	Lump Sum	28,704!00
312.	Coated Reinforcement 34,500 lb	Lump Sum @ 0.68/lb	All	Lump Sum	23,460!00
313.	Reinforced Concrete Bridge End Panels	Sq.Yd.	300	50 !00	15,000!00
				SUB TOTAL	361,407.00 x

TOTAL $4,969,261.00

Sheet 20

COST ANALYSIS

Supplement to October 18, 1979 Analysis

PROJECT

#1. Martin Creek-Anlauf Interchange

Following are selected bid items for which the engineers estimate should be adjusted after a more extensive review.

	Total Increase
BI #2. Mobilization	$923,362.00

The mobilization bid item on large projects and bridge projects has been exceeding 10%. Grading and surfacing projects have been running about 8.5%. A judgement was made to accept 8% because this was basically a large grading and surfacing project. Overlooked was the significant dollar amount of structure work, at say $5 million; the influence of the railroad protection costs; and the remobilizations required over the 4 year life of the project.

Mobilization Adjustments

1. $29,606,980 EE bid items excluding mob.
   x10%
   $2,960,698(-)2,368,000 EE mob. = $592,768.00

2. $2,956,837.50 Total Estimate revisions 295,684.00
   x10%
   $295,683.75

3. $350,000.00 Bridge revisions
   x10%
   $35,000.00 35,000.00

$923,362.00

BI #29 Clearing and Grubbing $147,500.00

This item was estimated in 1978 at an average of $2250/acre for 155.2 acres. An adjustment of 15% was added for the project bid in 1979 which increased the unit amount to $2,600. Review has verified that very heavy clearing is anticipated along the creek bottom which was not previously identified. An adjustment for the very heavy clearing would increase the average unit price to $3,500.

($3,500 x 155.2 acres) - $402,500 = $147,500.00

BI #s 35,36,47,49,50,51,52,73,78 Aggregates All $2,563,525.00

General. The estimate anticipated sufficient room at the quarrysite to stockpile the aggregates. Storage is available for only 200,000 tons of the

800,000 tons required. The estimate anticipated aggregates to be produced during one plant setup. An additional site is required. An estimate of cost for an additional stockpile area is $100,000 for lease and development.

The following revision of the surfacing prices follows this pattern: The 1978 revised price is estimated, 15% is added for cost increases over the past 15 months, an amount is added to account for the effect of traffic control which was included in the 1979 estimate and the difference between the EE and the revised EE times the quantity equals the adjustment.

Amount

BI #35 Stone Embankment — $147,600.00

$10.75 = 9.35 x 1.15, Rev. EE
(5.75) EE
$5.00 x 29,520 Cy. = $147,600.00

BI #36 Rock Inlay — $389,262.50

$11.25 = 9.75 x 1.15, Rev. EE
(6.50) EE
$4.75 x 81,950 Cy. = $389,262.50

BI #47 Bituminous Base Mixture — $843,500.00

$9.50 Est Revision
2.00 Traffic Adjustment
11.50 Sub Total
2.00 use.(11.50 x 1.15 = 13.23)

13.50 Rev. EE
(10.50) EE = $3.50 x 241,000 Ton = $843,500.00

BI #49 Aggregate Subbase — $648,750.00

$8.75 use (8.63 = 750 x 1.15) Rev. EE
(5.00) EE
$3.75 x 173,000 Ton = $648,750.00

BI #50 1"-0 Aggregate Base — $397,500.00

$9.50, use (9.20 = 1.15 x 800) Rev. EE
(5.75)
$3.75 x 106,000 Ton = $397,500.00

BI #51 Class "B" AC Mixture (Wearing) $100,000.00

$9.50 Estimate revision
2.00 Traffic adjustment
11.50
2.00 use,(11.50 x 1.15 = 13.23)
13.50 Rev. EE

(11.50) EE
$2.00 x 50,000 = $100,000.00

BI #52 Class "B" AC Mixture (Leveling) $ 8,900.00

Same as #51 plus $1.00
$2.00 x 4,450 Ton = $8,900.00

BI #73 Rock Gabions No Adjustment

Our est. at $55/Cy assumes supply from State source. The contractor's bid at $80/Cy assumes supply from a Eugene commercial source.

BI #78 Granular Embankment Backfill $ 28,012.50

$9.50 = (8.25 x 1.15) Rev. EE
(5.75) EE
$3.75 x 7,470 Cy. = $28,012.50

All Pipe Work. (Many bid items) $150,000.00

We estimated at the current prices for pipe plus the usual discount. One year ago pipe was in surplus. Discounts of 20% were not uncommon. Current pipe quotes have been running at a 10% discount this season. The pipe quote sheets for this project provided no discount. Our estimate anticipated about $250,000 in pipe materials ($556,563 x .45). The cost for pipe is $400,000 if purchased now with no firm price if a later purchase is made.

$400,000 Pipe materials
250,000 EE
$150,000

BI #143 Concrete Barrier $ 95,812.50

Rehabilitation for the reuse of the existing concrete barrier was overlooked in the estimate. The addition of this work would revise the EE to $7.00/L.F.

$7.00 Revised EE
(4.50) EE
$2.50 x 38,325 L.F. = $95,812.50

All Bridge Items $350,000.00

All the Bridge items were reestimated. The amount of increase at current prices was $350,000.

Bridge estimates their projects will be completed within a 12 month period, or their prices represent a mean of 6 months prices. Anticipating continual rising prices for materials, such as, cement, reinforcing steel, prestressing steel, steel piling, labor and form materials, an overall inflation factor of 1.225 was estimated for the bridge work. Assumed are bridge construction at an equal level throughout the life of the project and an inflation rate of 15% per year.

2 years ave. length of construction
(½) yr. inflation estimated
1½ yr. inflation

1½ yr x 15%/yr = 22.5% inflation

$4,616,484.00 EE
352,777.00 Price Revisions
$4,969,261.00 Rev. EE
1.225 Inflation factor
$6,087,345.00 Revised EE

Price Escalation, Bridge 6,087,345-(350,000+4,616,484) = $1,120,860.00

BI #17 Temporary Illumination

Engineers Estimate		$150,000.00
Revised Estimate		692,500.00
	Difference	$542,500.00

Summary

Mobilization	$ 923,362.00
Clearing and Grubbing	147,500.00
Aggregates	2,563,525.00
Pipe	150,000.00
Concrete Barrier	95,813.00
Bridge	350,000.00
Bridge Price Increases	1,120,860.00
Temporary Illumination Increase	542,500.00
	$5,893,560.00

Find Revised EE

$31,974,980.00 "B" EE
5,893,560.00 Revisions
$37,868,540.00 Revised EE

Find Low Bid As % of Revised EE

$$\frac{\$38,576,809}{\$37,868,540} - 1 = 1.87\% \text{ of Revised EE}$$

Because there were three bidders on this project near each other, because of the above revisions to the engineers estimate which results in the low bid being within 2% of the revised engineers estimate, and because of the judgment involved in anticipating future price escallations, acceptance of the low bid is recommended.

O. B. Jackmond
for Edgar L. Johnsen
Chief Cost & Special Studies Engineer

cc: F. B. Klaboe
H. S. Coulier
Larry Rulien
E. S. Hunter
W. J. Hart
J. H. Versteeg
C. T. Keasey
O. B. Jackmond
D. H. Moehring
D. E. Swan
Steve Macnab
Ed Haury
Larry Jacobson

9039

2

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... .. SHEETS

Martin Cr. [illegible] 10-[illegible]

Gettis

[illegible]

Divide Interchange - "A" (Per Oct. 1979 Plans)	*	6,800,000
- "B" (Right Off & On Ramps)		5,000,000
- "C" (Right Off, Left On)		3,800,000
- "D" (Left Off & On Revision)		2,900,000
Martin Cr. Interchange - "E"		4,220,000
Anlauf Interchange - (Per Oct. 1979 Plans)	*	10,350,000
- "A" (Right Off & On Ramps)		5,600,000
- "B" (Left Off & On Revision)		2,600,000
Mainline - (Per Oct. 1979 Plans)	*	18,250,000
Mainline Overlay 7"-9" P.C.Conc. - Extg. Alignment		13,100,000
Frontage Roads (Per Oct. 1979 Plans)	*	3,200,000

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

Martin Cr- Anlauf

10-30-79
Gettis

ITEM	Oct. 1979 Contract Plans	Mainline Overlay, Revised Right On & Off Divide & Anlauf Interch.	Mainline Overlay, Revised Left On & Off Divide & Anlauf Interch.
Mobilization & Traffic Control	$ 6,130,000	$ 4,594,000	$ 3,974,000
Grading	7,610,000	3,967,000	2,345,000
Surfacing	13,570,000	9,652,000	8,998,000
Structures	6,290,000	4,333,000	2,828,000
Drainage	1,580,000	1,303,000	976,000
Misc.	3,420,000	3,051,000	2,679,000
Total	$ 38,600,000	$ 26,900,000	$ 21,800,000

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

[illegible] Cr.- Anlauf

10-29-79
[illegible]

October 1979 Plans

Divide Interchange - Sta. 994+00 to 1070+00	$	6,800,000
Frontage Roads		3,200,000
Sta. 1070+00 1011+00 Bk= 1240+00 Ah - 265+00		18,250,000
Anlauf Interchange Sta. 265+00 - 312+00		10,350,000
Total Contract Items (Does not include E&C and Anticip. Items)	$	38,600,000

Alternates

Divide Interchange - Alternate "B"		5,000,000
Frontage Roads - same as Oct. 79 Plans		3,200,000
Sta. 1070+00 1011+00 Bk= 1240+00 Ah - 265+00 (7"-9" [illegible] 88'-76' Roadway)		13,100,000
Anlauf Interchange Std. Sheet 4-18-62		5,600,000
Total Contract Items (Does not include E&C and anticip. items)	$	26,900,000

PRELIMINARY
Hal

1037

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-IR-5-3(113)165

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80248

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR.
OCT 16 '79
REFER TO Moehring
FOR

Info	Inves.	R/D	O/R	Sign	Act	File

10-16 orig

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 10-2-79

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:
Martin Creek - Anlauf Interchange Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 10, 1979 you are now authorized to proceed with the actual adjustments for the Douglas Electric Cooperative, Inc., on aerial power line relocation. Reimbursement on an actual cost basis is approved. Also, I approve the agreement with the Douglas Electric Cooperative, Inc.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-Aid Program Manual.

DATE: 10-2-79

SIGNATURE OF APPROVING OFFICIAL: G K Hassner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-818

[redacted]
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

ROW 18-4

September 10, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St., NE, Suite 100
Salem, OR 97301

Aerial Power Line Relocation
Douglas Electric Cooperative, Inc.
Martin Cr.-Anlauf Intchge. Section
Pacific Highway
Douglas County
Project No. I-IR-5-3(113)165

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Douglas Electric Cooperative's facilities dated August 8, 1979, and a sketch map showing their proposed relocation.

A certification prepared by John Christopherson as to the Cooperative's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Douglas Electric Cooperative was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involved one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Cooperative's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,251.70.

Yours truly,

D. E. Swan
Operations Programming Engineer

RECEIVED
TECHNICAL SERVICES
SEP 11 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

JMC:mm

Enclosure
cc: E. S. Hunter
Jack M. Cartwright
John Christopherson

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1047

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-5-79

FEDERAL AID PROJECT NO.
I-IR-5-3(113)163

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80248

COUNTY NAME
Douglas and Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 24 '79
REFER TO
Mohring
FOR

orig

DATE PS&E APPROVED
5-17-78

DATE AUTHORIZATION EFFECTIVE
9-5-79

FEDERAL ROUTE NUMBER
Interstate

STATE ROUTE NUMBER
Primary 1

GENERAL LOCATION:

Martin Creek-Anlauf Interchange

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-31-79 I approve the revised PS&E for a TEC of $33,882,321 - Federal Funds $31,246,275.

A signed copy of the revised Title sheet is returned herewith.

DATE
9-5-79

SIGNATURE OF APPROVING OFFICIAL
Malach

TITLE
For Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-918

8-7-79

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-[illegible]R-5-3(113)163

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM NO.

ITEM NO. 80248

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 9'79
REFER TO.
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-9

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-26-79

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION: Martin Creek - Comstock Section

GENERAL DESCRIPTION OF WORK: Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment
Northwest Pipeline Corporation

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-2-79 this will confirm the advance approval date of 4-26-79 by Mr. T. P. Lowe approving the revised TEC to $50,039 and reimbursement for part of the work on an actual cost basis. Since the utility is not adequately staffed to perform a portion of the work with its own forces the contract method of performing such work, as indicated in the Estimate, is satisfactory, provided the appropriate Civil Rights clauses are included.

(Increase in TEC $1,829)

DATE 8-7-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-818

102

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

August 2, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Natural Gas Transmission Line Relocation
Northwest Pipeline Corporation
Martin Creek-Comstock Section
Pacific Highway
Lane County
Project No. I-IR-5-3(113)163

Dear Mr. Green:

Here is a copy of a revised estimate of cost and sketch for the adjustment of Northwest Pipeline Corporation's Natural gas transmission line, dated April 3, 1979. The Corporation previously submitted an estimate of cost for their transmission line relocation dated April 18, 1978. The original estimate was submitted by my letter of May 3, 1978 and approved by your PR 1240 dated May 17, 1978. Copy of your PR 1240 is attached for your information.

Our original request of May 3, 1978 did not request approval for the utility to use the contract method for the relocation of the transmission line. It is the Corporation's intent to utilize the contract method for the installation of the transmission line. Northwest Pipeline will supply the materials.

A certification prepared by Jack Ayres as to the Corporation's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The Corporation was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith, and our letter of April 26, 1979 authorizing the Corporation to proceed with the work.

An appropriate permit for the utility's proposed relocation has been issued.

The State is not entitled to a credit for expired service life under the provisions of 9B(1)(b) of PPM 30-4 as the relocation involves one crossing of the project by the facilities.

RECEIVED
TECHNICAL SERVICES
AUG 3 '79
REFER TO
FOR

Form 81-734-3123 (Rev. 7-77)

Mr. Glen L. Green
August 2, 1979
Page Two

There will be no betterment derived from the proposed adjustment of the Corporation's facilities.

Your approval of the revised actual cost agreement and the contract method as evidenced above, and conformation of your advanced authorization to proceed with the work as of April 26, 1979, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $50,039.00.

Yours truly,

D. E.Swan
Operation Programming Engineer

JMC:mm

Attachments

cc: E. S. Hunter ✓
Jack M. Cartwright
John Christopherson

1031

Department of Transportation
STATE HIGHWAY DIVISION

NOTED IN REPLY REFER TO
FILE NO

July 5, 1979

R. A. Engelbert
Southern Pacific Transportation Co.
Attention: R. L. Johnston
324 Union Station
Portland, OR 97209

Martin Creek-Anlauf Interchange Sec.
Pacific Highway
Lane and Douglas Counties

Dear Dick:

As per our telephone discussion, you may proceed with the installation of flashing lights and gates at the Hawley Creek Road and Bear Creek Road crossings.

You will have to advise us prior to your actual work so that the Resident Engineer, Doug W. Greene, can monitor your work.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:mm

bc: E. S. Hunter ✓
J. B. Boyd
D. O. Christensen
Alfred Shirley
D. W. Greene

RECEIVED
TECHNICAL SERVICES
JUL 5'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

STATE OF OREGON
ROAD DESIGN SECTION
DEPT.
378-6558
TELEPHONE

INTEROFFICE MEMO

DATE: June ~~11~~, 1979

TO: James J. Gix
Region III Construction Engineer

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Black PC Pavement
Martin Creek-Anlauf Section
Pacific Highway
Lane-Douglas County

copy
[illegible]

We have reviewed the proposal to use carbon black in Portland cement, and do not believe that the benefits which might be derived are significant enough to over-ride the benefits of improved visibility.

The Materials Section has discussed the use of carbon black in Portland cement concrete with Caltrans. It is Caltran's opinion that benefits would be slight and that there could be difficulty in controlling the air content, which could lead to scaling problems and resulting maintenance work.

It is suggested that the Materials Section or Research Section further investigate the concern of scaling with the Idaho Transportation Department Division of Highways to see if this has been a problem on the sections of highway treated with carbon black.

DOC:mw
cc: H. S. Coulter
E. S. Hunter
G. Beecroft
J. Jenkens

6-13-79

cy' Versteeg - Christensen
I think we should
forget carbon black and
save the effort of contacting Idaho
E.D.

RECEIVED
TECHNICAL SERVICES
JUN 13 '79
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

1057

STATE OF OREGON 1859

Department of Transportation
STATE HIGHWAY DIVISION

ROW 18-2

IN REPLY REFER TO
FILE NO.

May 9, 1979

E. S. HUNTER

R. A. Engelbert
Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Attention R. L. Johnston

Martin Creek-Anlauf Section
Pacific Highway
Lane and Douglas Counties

Dear Dick:

On May 2, I wrote to Mr. Berkshire and advised him that the subject project was progressing towards an October bid letting. I have now been advised that the project may be going to bid earlier than this. The exact letting date is unsure at this time.

As I have discussed with you in the past, we will want some of the railroad work done early in the contract so that some of the frontage roads can be utilized as detour roads. We have received FHWA approval as of May 9, 1979, to go ahead with the railroad portion of this project. I wish, therefore, that you would proceed with the ordering of the material that you will require so that you will be ready to do your portion of the work soon after we obtain a contractor.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
bc: ✓E. S. Hunter
J. B. Boyd
D. O. Christensen
A. Shirley

RECEIVED
TECHNICAL SERVICES
MAY 9'79
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

Form 734-3123

9037

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-9-79

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-IR-5-3(113)163

STATE [illegible]JECT NO. See below

COUNTY NAME Douglas & Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80248

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

Received
5/15/79
orig to
Moekrung

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-9-79

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Martin Creek - Anlauf Interchange Section

GENERAL DESCRIPTION OF WORK:

Railroad work as per approved agreement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 13, 1978 and Mr. E. S. Hunter's May 7, 1979 letters you are authorized to proceed with the work covered by the agreement with Southern Pacific Transportation Company, approved by the Highway Division on June 5, 1978 at a total estimated cost of $451,300 - Federal Funds $416,180.

A signed copy of the approved agreement is returned herewith.

DATE 5-9-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9037

1-5

Salem, Oregon
April 23, 1979

Bob Gettis
Bob Gettis

Railroad Signals
~~Martin Cr. Anlauf Sect.~~
~~Pacific Highway~~
Lane & Douglas Counties

The Files

In reference to J. H. Versteeg's letter to Alfred Shirley dated April 17, 1979:

The early installation of the five railroad grade crossings, signals and gates could be accomplished without a separate small contract by the following means:

1. Notify Southern Pacific Railroad four months ahead of the contract letting date of the Highway Division's desire to have the crossing work done. This allows the railroad adequate time for ordering of the signal equipment.

2. Specify in the Comstock-Anlauf plans that the contract work necessary for the installation of crossings, signals and gates be done in Stage I - Phase 1. This work is detailed on the attached sketches.

3. Upon awarding of the contract, the resident engineer could coordinate the activities of the contractor and railroad so that early installation will be accomplished.

Also attached is a summary and estimate of the crossing work if a separate contract is desired.

BG:mw
Attachments
cc: W. E. Cole
R. Trygstad

1 Versteeg ✓
Anderson
2 Christensen
Olson
3 Sullivan JWS
Terpin
Troot
Wakerlig

Art ✓
Paul -
file copy
o.6.

RECEIVED
APR 24 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

Martin Cr.- Comstock (Sht. 4)
Pacific Hwy.
Railroad Grade Crossing
Scale 1" = 100'

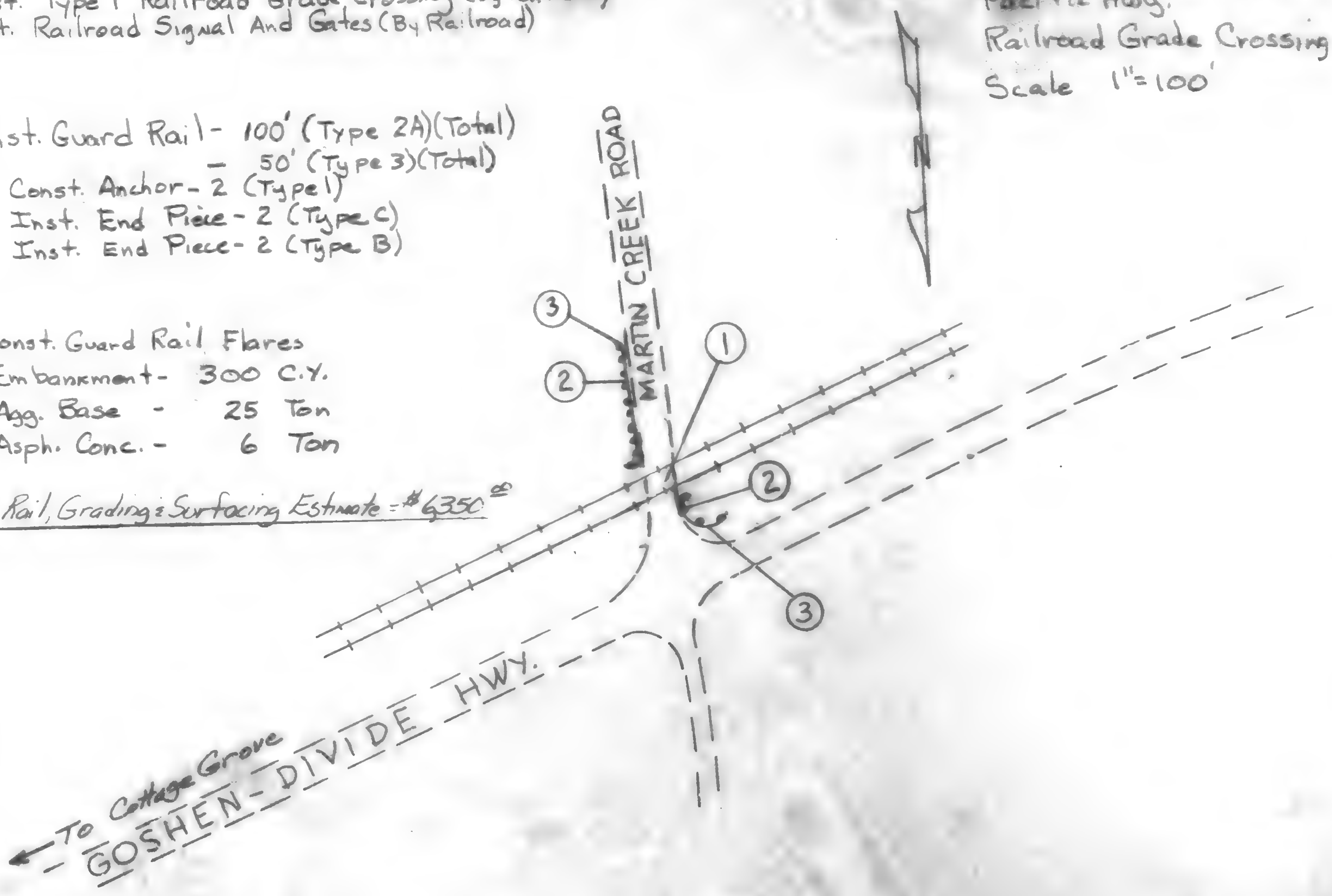
①Const. Type 1 Railroad Grade Crossing (By Railroad)
Inst. Railroad Signal And Gates (By Railroad)

②Const. Guard Rail - 100' (Type 2A)(Total)
- 50' (Type 3)(Total)
Const. Anchor - 2 (Type 1)
Inst. End Piece - 2 (Type C)
Inst. End Piece - 2 (Type B)

(3) Const. Guard Rail Flares

Embankment -	300	C.Y.
Agg. Base -	25	Ton
Asph. Conc. -	6	Ton

Guard Rail, Grading & Surfacing Estimate = $6350.00

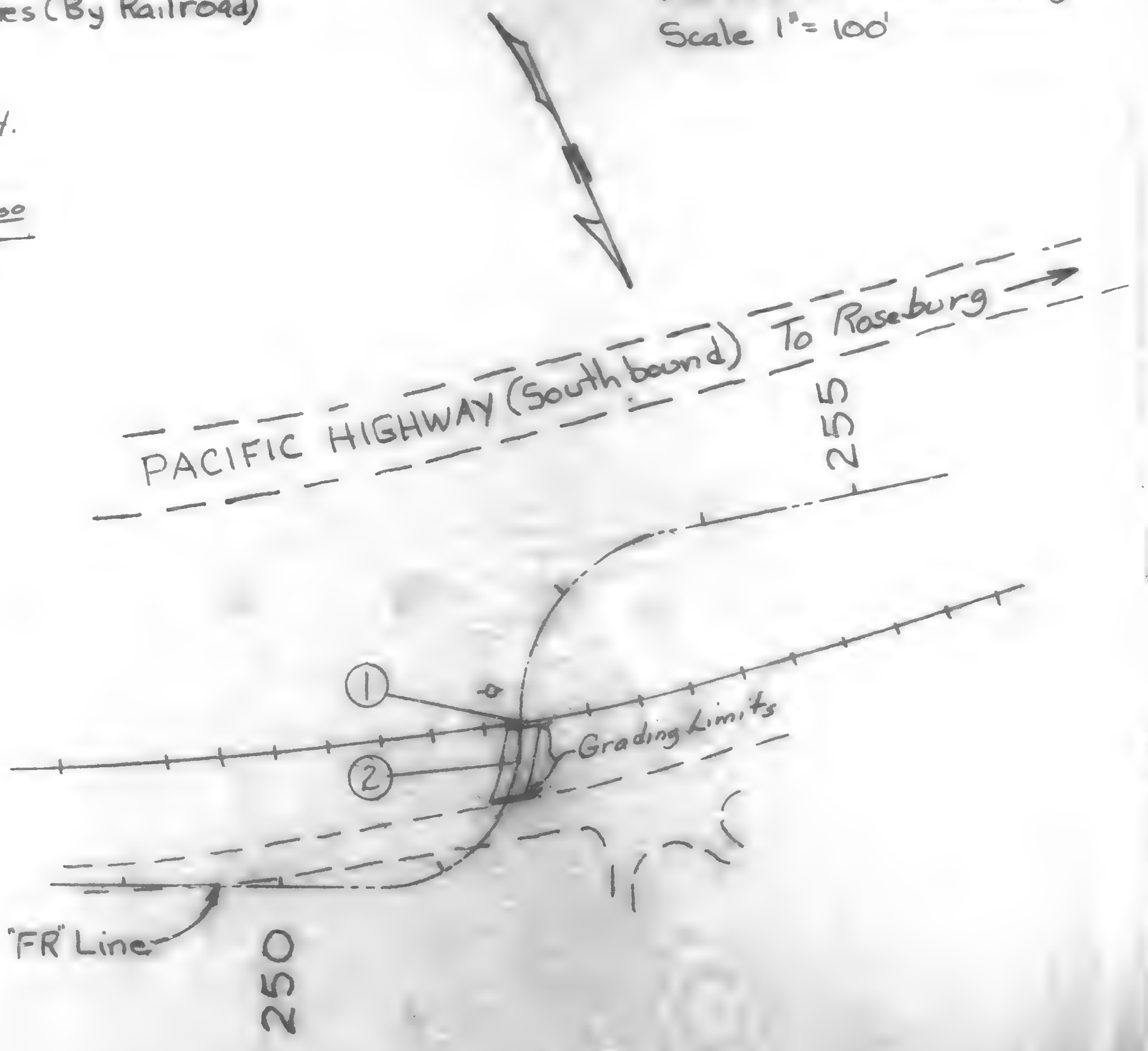

MARTIN CREEK ROAD
N
③
②
①
②
③
To Cottage Grove
GOSHEN - DIVIDE HWY.

Martin Cr.-Comstock (Sht 6)
Pacific Hwy.
Railroad Grade Crossing
Scale 1" = 100'

① Const. Type 1 Railroad Grade Crossing (By Railroad)
Inst. Railroad Signals And Gates (By Railroad)

② Const. Embankment 170 C.Y.

Grading Estimate = $ 1,020.00


PACIFIC HIGHWAY (Southbound) To Roseburg
255
①
②
Grading Limits
"FR" Line
250

Martin Cr.- Comstock (Sht. 7)
Pacific Hwy.
Railroad Grade Crossing
Scale 1" = 100'

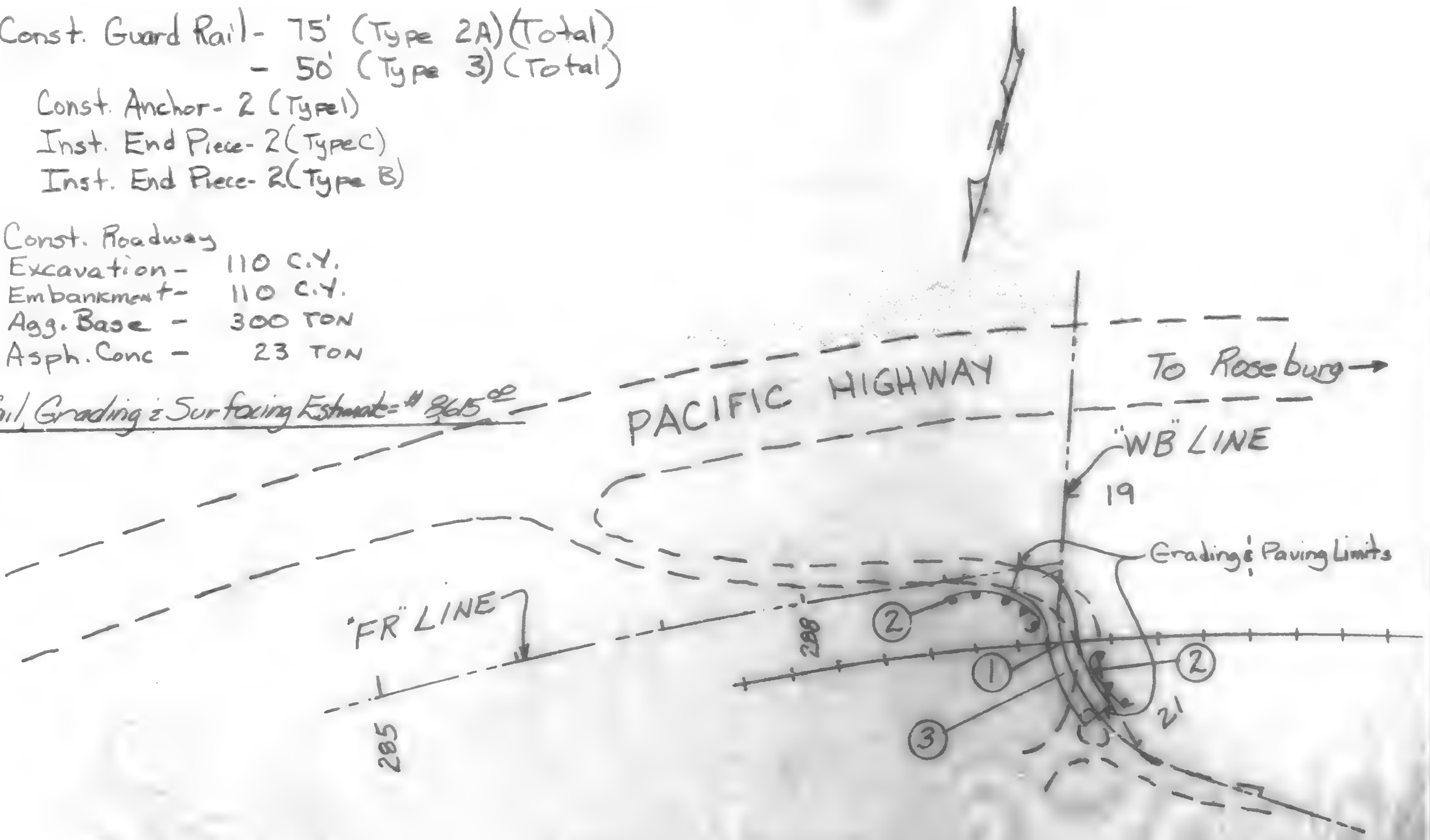
① Const. Type 1 Railroad Grade Crossing (By Railroad)
Inst. Railroad Signals & Gates (By Railroad)

② Const. Guard Rail - 75' (Type 2A) (Total)
- 50' (Type 3) (Total)
Const. Anchor - 2 (Type 1)
Inst. End Piece - 2 (Type C)
Inst. End Piece - 2 (Type B)

③ Const. Roadway

Excavation -	110 C.Y.
Embankment -	110 C.Y.
Agg. Base -	300 TON
Asph. Conc -	23 TON

Guard Rail, Grading & Surfacing Estimate = #8615^{00}


PACIFIC HIGHWAY
To Roseburg →
"WB" LINE
19
Grading & Paving Limits
"FR" LINE
288
285
②
①
③
②
21'

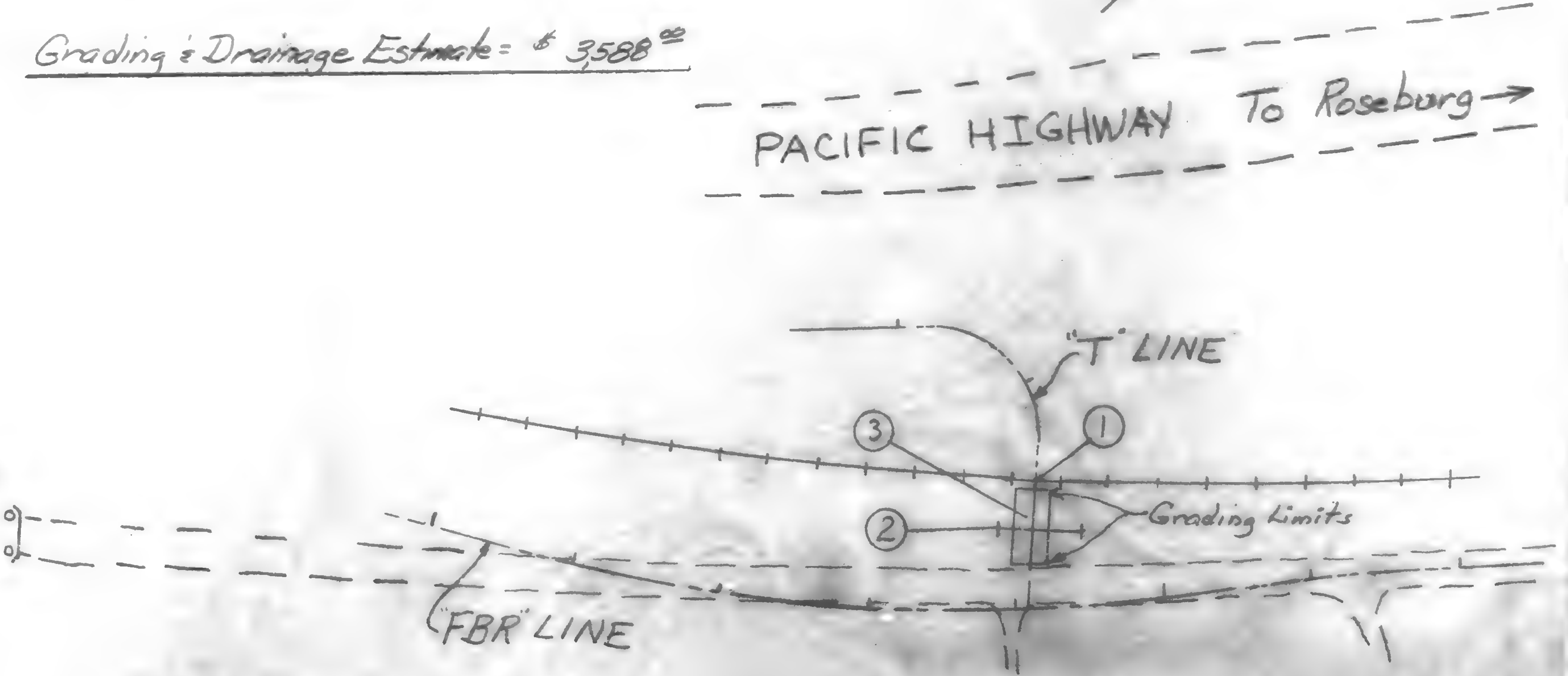
Martin Cr.-Comstock (Sht. 14)
Pacific Highway
Railroad Grade Crossing
Scale 1" = 100'

① Const. Type I Railroad Grade Crossing (By Railroad)
Inst. Railroad Signal & Gates (By Railroad)

② Install 12" Culv. Pipe - 62'
Tr. Exc. - 6 C.Y.

③ Const. Embankment - 280 C.Y.

Grading & Drainage Estimate = $ 3,588^00


PACIFIC HIGHWAY
To Roseburg →
"T" LINE
③
①
②
Grading Limits
"FBR" LINE

Comstock-Anlauf (Sht. 5)
Pacific Highway
Railroad Grade Crossing
Scale 1"=100'

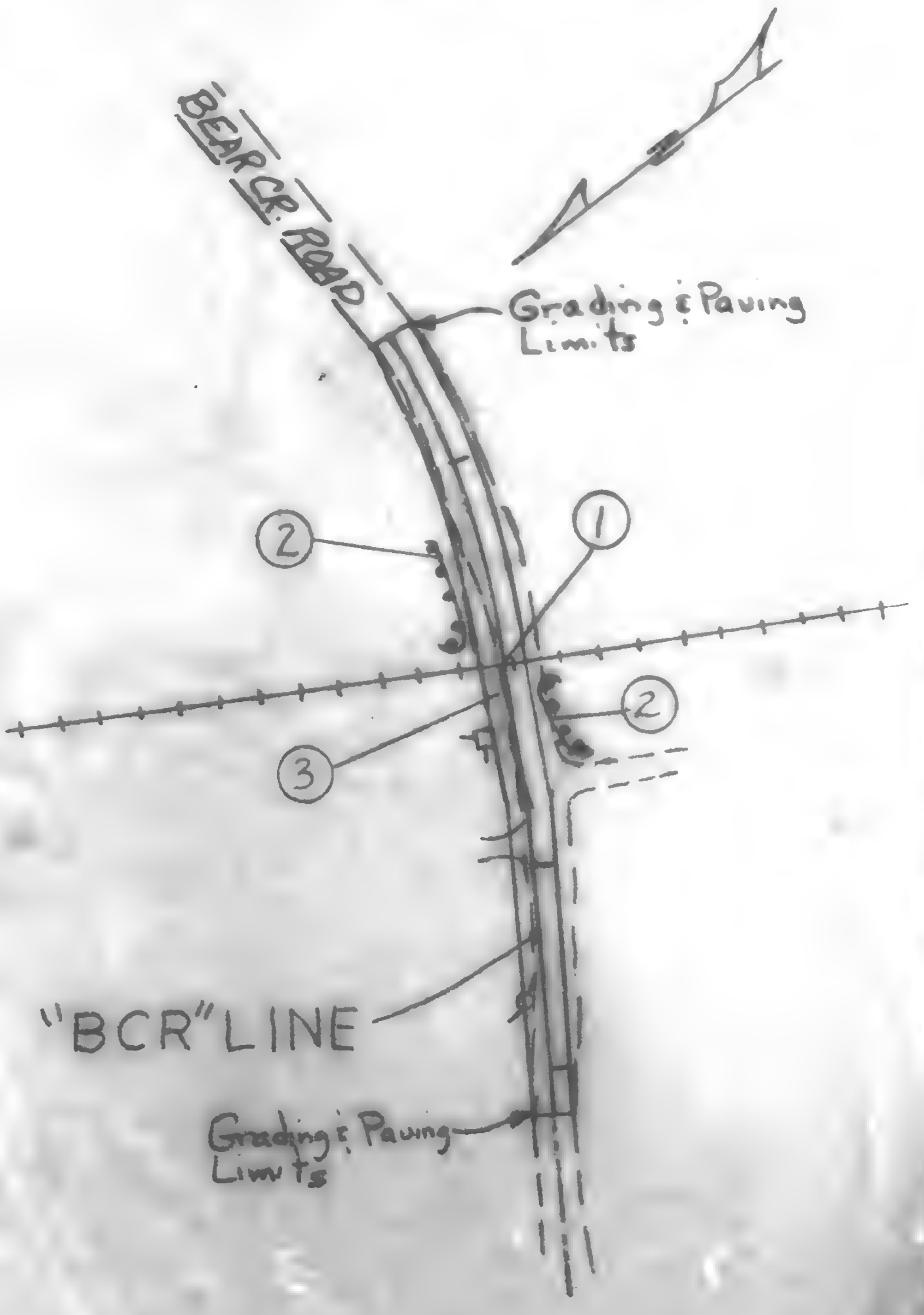
① Const. Type 1 Railroad Grade Crossing (By Railroad)
Inst. Railroad Signals And Gates (By Railroad)

② Const. Guard Rail- 50' (Type 2A) (Total)
- 50' (Type 3) (Total)
Const. Anchor-2 (Type 1)
Inst. End Piece-2 (Type C)
Inst. End Piece-2 (Type B)

③ Const. Roadway

Excavation -	150 C.Y.
Agg. Base -	340 ton
Asph. Conc. -	85 ton

Guard Rail, Grading & Surfacing Estimate = # 13,020^{00}


BEAR CR. ROAD
Grading & Paving Limits
①
②
②
③
"BCR" LINE
Grading & Paving Limits

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______
Date 4-19-79

Section Martin Cr- Anlauf
County Douglas- Lane
Kind Of Work Contract work for installation of (5) R/R crossings, signals & gates
Length ______
Name Gettis

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Embankment In Place		C.Y.	860	6^{00}	5160^{00}
	Trench Exc.		C.Y.	6	10^{00}	60^{00}
	12" Culv. Pipe		L.F.	62	30^{00}	1860^{00}
	Aggregate Base		Ton	660	10^{00}	6600^{00}
	Asph. Concrete		Ton	115	60^{00}	6900^{00}
	Guard Rail, Type 2A		L.F.	225	15^{00}	3375^{00}
	Guard Rail, Type 3		L.F.	150	28^{00}	4200^{00}
	Guard Rail Anchors, Type 1		Each	6	300^{00}	1800^{00}
	Guard Rail End Pieces, Type B		Each	6	85^{00}	510^{00}
	Guard Rail End Pieces, Type C		Each	6	150^{00}	900^{00}
	Move Mail Boxes		Each	2	50^{00}	100^{00}
	Signing & Striping					1200^{00}
					$	$32,665^{00}$

9037

1-5

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
1 Trout
Wakerlig

RECEIVED
APR 10 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

April 10, 1979

Professor Hicks
Department of Civil Engineering
Oregon State University
Corvallis, Oregon 97331

Dear Professor Hicks:

Re: Anlauf Interchange Area
Pacific Highway
Douglas County

In response to your recent request we are sending you the following data under separate cover:

1. Reproducible copies of construction plans and profiles.
2. Reproducible copy of the standard interchange layout sheet showing projected traffic counts.
3. Reproducible copy of an 1"=200' contour map of the area.
4. Reproducible copy of an 1"=200' aerial mosaic and one additional copy.

There will be no charge for this data. If anything further is required, please don't hesitate to call us.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

DLT:ab

9C-7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon
March 19, 1979

FROM: JAMES J. GIX
Regional Construction Engineer

TO: J.H. Versteeg
Head of Engineering
SALEM

SUBJECT: Black PC Pavement
Martin Cr. - Anlauf Section
Pacific Highway
Lane - Douglas County

trace
MAT 4-9

Herewith copies of literature on carbon black for concrete that the Research Section has provided per my request. The information indicates that our neighboring state of Idaho has moved the product out of the experimental stage.

We have a significant history of an icing problem on this section of road, which could be adversely affected by using conventional colored PC pavement as now planned for this section. I strongly recommend that this feature be added to the proposed project now scheduled for October - November of this year.

JJG/cp
Attach.
cc: H.S. Coulter
J. McCormick
D.W. Greene
Ellis Jones
W. Quinn

RECEIVED
STATE HWY ENGR
MAR 21 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 25, 1979

FROM: John C. Jenkins
Engineer of Materials & Research
By W J Quinn
W. J. Quinn
Research Coordinator

SUBJECT: Carbon Black for Concrete

TO: Jim Gix
Construction Engineer

The limited investigation of using a darker surface to warm concrete has produced the enclosed reference material. I made a personel contact with Al Stanley in Idaho who said they have one bridge deck with carbon black, but nobody has monitored it. The evaluation of the pavement with carbon black is favorable.

If there is more that you want me to do, please call.

WJQ:pf

Attachments

ROSEBURG REGION
RECEIVED
JAN 29 1979

[✓ RE]	RME	[✓ [illegible]]	ROE	TE
ROE	DES	HSR	RPR	RLE
ENV	FAE	RBI	SEC	

RECEIVED
JAN 22 1973
RESEARCH SECTION

In Idaho SP-9 Special Provision
used in 1973 Carbon black for pavement
[illegible]
208-334-3601

36

SP-8-A CONCRETE GUTTER AND SP-8-B CONCRETE PAD

These items shall consist of constructing concrete gutter, and concrete pad. The concrete gutter and concrete pad will be constructed in accordance with structural drawing # 2.

Material. Material shall be in accordance with Item 409.

SP-9 CARBON BLACK FOR CONCRETE

Description. This work shall consist of furnishing and mixing emulsified carbon black colorant with concrete for bridge decks or concrete pavements.

Materials. Emulsified carbon black colorant shall consist of carbon black, without any fillers, suspended in a dispersing material. It shall not appreciably affect the air content, strength, or durability of air-entrained concrete. The fineness of grind of the emulsified colorant shall be 5 to 6 on the Hegman Scale when tested in accordance with ASTM D-1210. The carbon black shall readily mix and not float in the emulsified state. The Contractor will be required to furnish to the Engineer samples of the liquid colorant, cement to be used, the concrete aggregate, and concrete mix design 60 days prior to its intended use for testing at the Boise Materials Section. The intended colorant proportion must give the same darkening effect as 1 gal. per cubic yard of AE Dispersed Black from W. R. Grace Company.

Mixing. The emulsified colorant shall provide a minimum of 2 ± 0.1 pounds of carbon black per cubic yard of concrete. The colorant shall be dispersed in the mixing water in a uniform manner so that at least 3/4 of the mixing water contains the colorant prior to mixing.

Method of Measurement. Carbon black for concrete will be measured by the gallon of emulsified carbon black added to the concrete. Rejected colored concrete shall have appropriate reductions made in the measurements.

SP-10 PERMANENT TRAFFIC COUNTER

This item shall consist of furnishing and installing the traffic counter loops, conduit, lead-in wire, control cabinet, cabinet foundation and service pole as shown.

All materials and construction shall be in conformance with applicable portions of Section 619 - Illumination, and Section 658 - Traffic Signal Installation.

The loops shall be located a minimum of two feet from any transverse fracture line. Coordination of the location of the transverse fracture lines to the loops will be required during [illegible]

PROJECT RF-6471(36) SHEET 2 OF 6.

NAME OF SOURCE Stimpson Pit PIT NO. Fr-33

Rigid P.C. Concrete Pavement (Darkened)

CLASS OF CONC.	CEMENT FACTOR LB./CY	ESTIMATED 28 DAY STRENGTH	COARSE AGG. SIZE	% AIR CONTENT	Mins Air In AEA OZ./CY	SLUMP RANGE, INCHES
30	560	3000 Flex. 550	3	6.5±1.5	16.8 3g./Cwt.	2 Max.

AGGREGATE: BULK (DRY) SP. GR.	F.M.	ABSORP. %	MOIST. CONTENT	LABORATORY NOS.	% BLEND EA. SIZE
COARSE --- = 2.61	MC 6.99	1.8	0	CRSE. 27-50136	40:0.5
				CRSE. "	60:0.5
FINE ---- = 2.52	MF 3.06	1.6	0	FINE "	40:0.5
				FINE "	60:0.5

% SAND = $\frac{MC - M}{MC - MF}$ = r = .351 OR 35 %

W/C = 0.46

FINENESS MODULUS METHOD FOR DESIGN OF CONCRETE:

YIELD = 27 CU. FT./CU. YD. ------ = 27.00 C.F. = K

WATER = GALS./CU. YD. ÷ 7.48 ----- = 4.14 C.F. = W

CEMENT = $\frac{\text{LB./C.Y.}}{[illegible] \times 62.4}$ = $\frac{560}{196.56}$ = 2.85 C.F. = C

AIR = K x % AIR --------------- = 1.76 C.F. = A

K----- = 27.00 C.F.

W + C + A----- = 8.75 C.F.

K - W + C + A----- = 18.25 C.F. = G + S

(G + S) x r ----- = 6.39 C.F. = S

(G + S) - S ----- = 11.86 C.F. = G

GRAVEL = G x SP. GR. x 62.4 ----- = 1931.3 LB. (DRY)

SAND = S x SP. GR. x 62.4 ----- = 1004.6 LB. (DRY)

CORRECTION FOR ABSORPTION:

% ABSORP. x LB. GRAVEL ---------- = 35.26 LB. WATER

% ABSORP. x LB. SAND ---------- = 16.30 LB. WATER

INCREASE THE MIXING WATER BY THE SUM OF THESE TWO. ---------- = 51.56 LB. WATER

BASIC BATCH WEIGHTS FOR A CU. YD. BATCH	BATCH WEIGHTS CORRECTED FOR: ABSORPTION 1 C.Y.	MOISTURE		BATCH 1 C WEIGHT (D
CEMENT-- 560.0 LB.	560 LB.	---	0 LB.	560
WATER -- 258.5 LB. + 57.8	310 LB.	---	0 LB.	[illegible]0
GRAVEL-- 1931.3 LB. (DRY)	1931 LB. (DRY)	(Y)	0 LB.	1931
SAND --- 1004.6 LB. (DRY)	1005 LB. (DRY)	(Z)	0 LB.	1005

CORRECTION FOR MOISTURE CONTENT:

% MOISTURE IN GRAVEL x LB. GRAVEL ---------- = 0 LB. WATER (Y)

% MOISTURE IN SAND x LB. SAND ---------- = 0 LB. WATER (Z)

DECREASE THE MIXING WATER BY THE SUM OF THESE TWO. ---------- = 0 LB. WATER

INCREASE THE WEIGHT OF THE GRAVEL BY (Y).

INCREASE THE WEIGHT OF THE SAND BY (Z)

DETERMINATION OF THE YIELD:

TOTAL BATCH WEIGHT (IN CONDITION USED) ---------- = 3806 L

WEIGHT PER CUBIC FOOT OF FRESH CONCRETE ---------- = 140.4 L

$\frac{\text{TOTAL BATCH WEIGHT}}{\text{WT./CU. FT. FRESH CONC.}}$ = 27.11 CU. FT. (VOLUME OF CONCRETE PRODUCED)

$\frac{\text{VOLUME OF CONCRETE PRODUCED}}{\text{NUMBER OF YDS. x 27}}$ = 1.004 RELATIVE YIELD.

Mono-Chem A.E. Dispersed Carbon Black
at 9.6#/Gal. Used 1 gal./C.Y.

Agg. Correction Factor = 1.1 %

C.B. Humphr

-S45 3-74

REPORT OF TESTS ON CONCRETE CYLINDERS

LAB. No. 77-S0136

ROJECT NO. RF-6471(36) COUNTY Fremont

UBMITTED BY Nelson

ATE OF POUR 4-14-77 SLUMP, IN. 1½ Wt./C.F.(Fresh Conc.)= 140.4

UANTITY POURED, C.F. 4.0 AIR, % 5.5 CRSE.AGG.SIZE No. 3

GE AT TESTING, DAYS 28 CLASS 30 ITEM No. 409

TATION (S) PORTION OF STRUCTURE Rigid P.C. Concrete Pavement (Darkened)

ATE RECEIVED 3-15-77 SOURCE, NAME & No. Stimpson Pit Fr-33

DATE OF TEST (S) 5-12-77

-T-E-S-T- -R-E-S-U-L-T-S-

ENT No. DMN/26135-2213/201-P	D	E	F
ZE: DIAMETER, IN.	6.00	6.00	6.00
HEIGHT, IN.	12.45	12.50	12.40
IT WEIGHT, LB./CU.FT.	145.4	145.4	146.0
EFECTS: ENDS	Good	Good	Good
OTHER			
PE OF FRACTURE: CONICAL	✓	✓	✓
OTHER			
PE OF FAILURE: BOND	✓	✓	✓
BOND & SOME AGGREGATE			
BOND & AGGREGATE			
MPRESSIVE STRENGTH, PSI	3500	3380	3360
VERAGE COMPRESSIVE STRENGTH, PSI	3410		

VERAGE OF LAST 5 CONSECUTIVE TESTS, PSI N/A INTENDED STRENGTH 3000 PSI

MARKS

THIS REPORT COVERS ONLY MATERIALS AS REPRESENTED BY THE SAMPLE SUBMITTED AND DOES NOT NECESSARILY COVER ALL MATERIAL FROM THIS SOURCE.

ATE MAILED MAY 13 1977

C. B. Humphrey P. E.

DISTRIBUTION: ☐ CENTRA s ☐ DIST. ENGR. ☐ RES. ENGR. ☐ FED. HWY. ADMIN.

(Using Simple Beam with Third-Point Loading)

Lab. No. 77-S0136

ject No. RP-6471(36) County Fremont

bmitted By Nelson For Dehlin

ate of Pour 4-14-77 Slump, In. 1½

uantity Poured, C.F. ______ Air, % 5.5

ge At Testing, Days 28 Admixture(s) Hunts "Air-In" = 3 oz./Cwt., Mono Chem Blk.= 1 gal./Cu.Yd

lass & Item No. 30 409 How Cured Moist. Room and Water Bath

tation(s) ______ Portion of Structure Rigid P.C. Concrete Pavement (Darkened)

ate Received 3-15-77 Source, Name & No. Stimpson Pit Fr-33

Date of Tests(s) 5-12-77

-T-E-S-T- -R-E-S-U-L-T-S-

	Break No. 1	Break No. 2	Break No. 3	Break No. 4
dent. No.				
verage Width, In.	6.05	6.15	6.10	6.20
erage Depth, In.	6.00	6.00	6.00	6.00
est Span Length, In.	18	18	18	18
efects: Ends	Parallel	Parallel	Parallel	Parallel
Sides	Smooth	Smooth	Smooth	Smooth
ype of Failure: Bond				
Bond & Some Agg.	✓	✓	✓	✓
Bond & Aggregate				
ximum Applied Load, Lb.	7100	6800	7250	6850
lexural Strength, PSI	585	555	595	550

verage Flexural Strength, PSI 570

tended Strength 550 PSI

ring History 26 days moist room + 2 days in lime bath

parent moisture condition at time of testing? Check One: Wet X Dry ____

MARKS:

This report covers only materials as represented by the sample submitted and does not necessarily cover all material from this source.

te Mailed MAY 13

C. B. Humphrey P. E.
Materials Engineer

stribution: Central Files ___ Dist. Engr. ___ Res. Engr. ___ Fed. Hwy. Admin. ___

A COMPARISON OF ICING CONDITIONS ON DARK AND LIGHT COLORED CONCRETE PAVEMENT

Category 2 Project 72-11-01 - Final Report

Project I-15-1(38)21
Colton Road-North

April 1975

Idaho Transportation Department
Division of Highways
and
Federal Highway Administration
Boise, Idaho

INTRODUCTION

Snow and ice removal from Portland Cement Concrete Pavement has been a problem when compared with darker asphalt roads. In some instances ice covered Portland Cement Concrete Pavement has been a problem after each storm; whereas, adjacent asphalt pavements have melted the snow and ice more rapidly.

District 1 personnel at Pocatello conducted preliminary tests during the winter of 1970 using test blocks of plain concrete and concrete darkened with emulsified carbon. These tests indicated a temperature differential of several degrees with the darkened concrete being warmer. A comparison of concrete strengths indicated satisfactory compressive and tensile strengths. These preliminary studies indicated the desirability of including an experimental section of darkened concrete pavement within a section of concrete pavement.

A 6,800 foot section of continuously reinforced concrete pavement on Project I-15-1(38)21, Colton Road-North, was darkened using emulsified carbon black colorant. This section of roadway is being compared with an adjacent section of uncolored C.R.C. Pavement to determine whether the darkened surface will melt ice and snow in advance of the lighter colored surface.

Observations made during the 1972-1973 season showed that on three occasions advanced melting did occur on the darkened concrete pavement, and the following tentative conclusions were made:

> Concrete pavement can be darkened by adding emulsified carbon black without hindrance to construction and result in a concrete of equal quality to a standard concrete pavement.

The darkened concrete requires greater amounts of air entraining additive than the plain concrete to achieve the same air content.

The darkened concrete does melt ice and snow in advance of the plain concrete under the conditions observed. More observations are needed to determine the frequency and conditions when beneficial.

Observations to date did not reveal the plain concrete melting ice and snow in advance of the darkened concrete.

Direct sun exposure may not always be necessary to accelerate the advanced melting of ice and snow on the darkened concrete.

The darkened pavement dries quicker than the plain concrete with sun exposure.

Sand and salt mixtures when applied at the right time and in the proper amounts lessen the advance melting effects of the darkened concrete by lowering the freezing point of the snow or ice cover.

ACCIDENT HISTORY

The records show that three accidents have occurred on the 6,800 foot plain concrete section attributed to winter conditions, and none have occurred on the darkened pavement.

The first accident occurred at 10:00 p.m., January 25, 1974, involving a passenger car and a truck trailer.

The second and third accidents occurred at 4:00 p.m., February 22, 1974. The author witnessed these accidents, and they occurred the same day as Figures 11 and 12 were taken. The two accidents occurred at the same time and perhaps should be considered as one accident. In any event, 1 pickup, 3 passenger cars, and 1 tractor trailer were involved. Fortunately, only two walk-away injuries resulted. However, the south bound lane was closed to traffic approximately an hour and one-half.

CONSTRUCTION

Some concern has been expressed about obtaining and retaing proper air content in the concrete pavement when emulsified carbon black is used. Greater amounts of air entraining additive were necessary to obtain the proper air content in the mixture at the time of placement. Core samples of the pavement were obtained to determine if the air content in the cured pavement was retained. These cores were sent to the P.C.A. Laboratory for a Linear Traverse Determination of air content. Results of this study show that adequate air content was retained in the darkened pavement:

Core #	1	2	3	4	5	6
Carbon?	Yes	Yes	Yes	No	No	No
% Air	6.4	5.1	6.9	9.3	7.9	8.3

CONCLUSIONS

The conclusions made in the initial report and listed in the introduction of this report have been substantiated with the exception that the advanced melting of the darkened pavement without sun exposure was not observed.

The ability of the darkened pavement to dry in advance whether salt is used or not is perhaps more significant to safety than advanced melting.

RECOMMENDATIONS

Sufficient information has been obtained to warrant the use of darkened concrete on a concrete pavement project.

Trans. Research Record 576

SURVEY RESULTS OF THE INCIDENCE OF PREMATURE BRIDGE DECK ICING

Donald L. Raisanen, Minnesota Department of Highways

The occurrence of frost on bridge decks is a serious problem in Minnesota. So that we could become better acquainted with differential frosting, our maintenance personnel were asked to collect data. A total of 35,198 observations were made during two winters. Originally, we thought that we would be able to predict when a bridge deck would frost; this was not the case. Frosting occurred over a large temperature range and did not depend on any logical combination of variables. Since predictions of deck frosting cannot be made reliably by visual observations, we intend to install a frost detection sensor and to correlate the sensor alarm with the visual observations.

•THE problem of differential frosting between bridge decks and roadways has been in existence as long as there have been bridges. In the past, when the small amount of traffic was slow, frost was not too much of a problem. However, since the day of the 200 to 300-hp (149 to 224-kW) automobile, the speeds we travel at have been greatly increased. To maintain these speeds and increase the roadway user's safety, alignments and surfaces were improved, and many more bridges were constructed. The combination of increased traffic volumes and speeds along with the building of many more bridges made differential frosting of decks a traffic hazard. Since one of the most important functions of highway design is traveler safety, this project was begun with two objectives in mind:

1. To define the scope and extent of the problem, and
2. To investigate probable solutions to the problem.

In late 1972, we began to determine methods of eliminating, reducing, or at least forecasting the phenomenon of differential icing between bridge decks and adjoining roadways. The first step was to conduct a literature search. It appeared that the problem could not be solved from the information reviewed. We then listed a series of questions, whose answers we thought could lead us to a solution:

1. Under what atmospheric conditions could we expect frost? For example, was it only near freezing temperatures [32 F (0 C)] and, if not, under what temperature ranges could we expect problems?
2. Would we find frost only in the fall and spring?
3. Is differential frosting really a problem, or is it rare enough not to be a significant problem?
4. Are different types of construction, such as wood, concrete, and steel, more susceptible to frost?
5. Are bridges over rivers more likely to frost than others?

To investigate these questions, we thought we needed a statewide data base. Therefore, we asked each of our area maintenance engineers to have a daily check made between October and March of representative bridges in their areas. These checks showed only the month, day, and whether frost did or did not occur. In addition, one [illegible] recorded the time of frost occurrence, temperature, wind di-
[illegible] collected by the dawn patrol, a

Table 1. Observations of bridges over water and railroads or highway from November to March 1972 through 1974.

Month	Water Total	Water Frost	Water Percen
November	2,148	221	10
December	3,205	264	8
January	3,708	603	16
February	2,808	149	5
March	2,586	65	3

unit that patrols the most heavily traveled roads during the ni
look for problem areas.

During the two winters (November 1972 through March 197
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were icy. However, some interesting conclusions can be ma
to describe when frost will occur, they most likely would cit
ature near 32 F (0 C), a clear sky, no wind, and a time close
consensus is regrettably only one of many combinations.

We found that differential frosting occurred during every
(through March) and that the most frequent occurrences were
findings were as follows:

1. Temperatures varied from -22 to +36 F (-30 to +2 C),
2. Sky cover varied from clear to 100 percent cloud cove
3. Wind blew from all points of the compass, at 0 to 30
4. The time of occurrence covered our entire reporting

Since other facts we found appear to be contrary to logic,
separately:

1. The type of superstructure of the bridges had no effec
? 2. The type of deck surface had no effect on frost format
3. The location of the bridge, whether over land or stre
formation.

We also found that differential frosting occurs on 2 to 15
month; therefore, it can be a substantial problem. Regrett
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RIDGE DECK ICING

Minnesota Department of Highways

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Table 1. Observations of bridges over water and railroads or highway from November to March 1972 through 1974.

	Water			Railroad or Highway		
Month	Total	Frost	Percent	Total	Frost	Percent
November	2,140	221	10	3,236	300	10
December	3,209	264	8	4,015	371	9
January	3,708	603	16	5,519	742	13
February	2,808	149	5	4,635	206	5
March	2,386	65	3	3,338	67	2

unit that patrols the most heavily traveled roads during the night and early morning to look for problem areas.

During the two winters (November 1972 through March 1974) when we conducted this study, 35,198 observations were made (Table 1). Since they were made basically when frost should occur, night and early morning, and they were not timed, the total percentages of occurrences cannot be interpreted as the percentage of time or hours the decks were icy. However, some interesting conclusions can be made. If people were asked to describe when frost will occur, they most likely would cite spring or fall, a temperature near 32 F (0 C), a clear sky, no wind, and a time close to sunrise. This general consensus is regrettably only one of many combinations.

We found that differential frosting occurred during every month studied (October through March) and that the most frequent occurrences were during January. Other findings were as follows:

1. Temperatures varied from -22 to +36 F (-30 to +2 C),
2. Sky cover varied from clear to 100 percent cloud covered,
3. Wind blew from all points of the compass, at 0 to 30 mph (0 to 48 km/h), and
4. The time of occurrence covered our entire reporting time of midnight to 8 a.m.

Since other facts we found appear to be contrary to logic, they should be listed separately:

1. The type of superstructure of the bridges had no effect on frost formation;
2. The type of deck surface had no effect on frost formation; and ?
3. The location of the bridge, whether over land or streams, had no effect on frost formation.

We also found that differential frosting occurs on 2 to 15 percent of the days in a month; therefore, it can be a substantial problem. Regrettably, our accident information is coded into the computer in such a way that we cannot determine the exact cost of accidents on frosty decks. However, the Midwest Research Institute conducted a project that estimated the annual cost of nationwide accidents due to frosty decks to be about $70 million.

As stated above, we did not collect data that would show what structures would frost first during the day; we collected only data that showed which structures did frost.

The recurring pattern of all bridges in a geographic area being either frosty or nonfrosty is extremely noticeable when maps showing daily frost distribution are referred to. We tried correlating these data with the National Weather Service's forecasts but had no success. We felt this lack of success was due to two factors: Forecasts were, by nature, somewhat general because of their wide area coverage, and salt residue on the bridge decks changed the frost formation parameters.

Since we could not reliably predict frost conditions, we were forced to change our course. Our next objective was to determine methods or materials that could be applied to the decks and that could reduce or eliminate the frosting problem. Systems such as heating the concrete electrically or with radiant heaters were examined, but we felt the costs for over 13,000 decks statewide were prohibitive. The costs could have exceeded $250 million for the initial installations, and this did not include the tion, electroosmosis, and hydrated lime were also examined. These were quickly rejected because of expected poor performance. We did try insulating the underside of a few decks, but this proved to be of no value. Three chemicals were tried: propylene glycol, ethylene glycol, and a formamide-based material. They were nonreactive with concrete or steel and could give up to 1 week's protection from frost. They were all liquids applied with a regular distributor truck and spray bar. The only thing we could agree on is that they did not attack the decks. Although they might have reduced frost if they had been applied at high rates, they would also have reduced skid resistance, our primary problem, and would have proved to be a pollutant. Therefore, we did not know what could be used effectively and ecologically to reduce or eliminate the frosting problem. Again the data were considered, and the only conclusion was that frosting appeared in regional areas and was not governed by structural characteristics or microgeography.

While we were testing various solutions, manufacturers were developing and refining frost detection sensors. We are now in the process of purchasing a sensor that will signal wet, frost warning, and frost conditions. This, in conjunction with our maintenance personnel's knowledge of which decks are the first to frost and our knowledge that it is likely that all within a given area will frost nearly at the same time, may finally give us the solution we have been looking for.

We intend to place a sensor on one bridge and connect it to an alarm at the maintenance headquarters. Of course, the maintenance dawn patrol will continue collecting their data as usual. We will then be able to correlate the sensor alarms to the visual observations. If the correlation proves satisfactory, we should then be able to detect or predict frosty bridge decks sooner than is now possible. We may also be able to reduce the personnel required by our dawn patrol to increase traveler safety.

THERMAL RESPONSE OF BRIDGES

Kynric M. Pell, John E. Nydahl, Vic A. Cundy, George Twitchell, a
Department of Mechanical Engineering, University of Wyoming

Interest in the control of ice on highway structures has resu
ber of demonstration projects to investigate the effectiveness
and passive techniques to control the problem. Few of thes
have incorporated any preliminary thermal modeling in the
studies and, as a result, have met with mixed success. Res
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in a specific environment. The thermal model was develope
by simulating the thermal response of an instrumented brid
mean deviation of 2.1 F (1.2 C) over a 12-day period of s
weather. The model is general since standard heat-transfer
rather than inferred correlations from the data were used.
the simulation is demonstrated in a study of the effect that ins
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by 15 percent. Experimental results indicated that modifyin
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•TEMPERATURE variations, particularly around the freezing poin
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ramps, interchanges, and bridge decks exhibit a different thermal
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Interest in the thermal design of bridges to ameliorate safety pr
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specific. The inconclusive results were primarily due to insufficie
the results were site specific because heat transfer on bridges is a
linear function of climatic environment and material properties.

In view of these difficulties, it seemed desirable to develop an a
simulation of structures that could use available historical weathe
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THERMAL RESPONSE OF BRIDGES

Kynric M. Pell, John E. Nydahl, Vic A. Cundy, George Twitchell, and Mark Weber,
Department of Mechanical Engineering, University of Wyoming

Interest in the control of ice on highway structures has resulted in a number of demonstration projects to investigate the effectiveness of both active and passive techniques to control the problem. Few of these experiments have incorporated any preliminary thermal modeling in their feasibility studies and, as a result, have met with mixed success. Research was initiated to develop, verify, and document a thermal model applicable to highway structures. This program would allow the design engineer to conveniently estimate the thermal performance of proposed ice control devices in a specific environment. The thermal model was developed and verified by simulating the thermal response of an instrumented bridge to within a mean deviation of 2.1 F (1.2 C) over a 12-day period of severe winter weather. The model is general since standard heat-transfer correlations rather than inferred correlations from the data were used. The utility of the simulation is demonstrated in a study of the effect that insulation would have on the freezing characteristics of a bridge. Insulation would reduce the number of freeze-thaw cycles by 34 percent and the total time frozen by 15 percent. Experimental results indicated that modifying the surface radiative characteristics can induce even larger reductions for the site investigated.

•TEMPERATURE variations, particularly around the freezing point, can strongly influence the performance of highway structures. Elevated highway structures such as ramps, interchanges, and bridge decks exhibit a different thermal response to the environment than the remainder of the roadway exhibits, and this results in possible preferential icing where either the deck surface is iced and the roadway is not or vice versa. The former case presents a more obvious safety hazard for the motorist. In addition, it has been recognized that concrete bridge deck deterioration is related to freeze-thaw cycles and the time the deck is frozen. The total time frozen is an important parameter because a structure's icing characteristics and, therefore, the application of salt are related to it.

Interest in the thermal design of bridges to ameliorate safety problems and inhibit deterioration related to freezing has recently increased. Both active and passive techniques have been explored. Studies related to preferential icing have been primarily experimental, and the results were often inconclusive and proved to be site specific. The inconclusive results were primarily due to insufficient data; however, the results were site specific because heat transfer on bridges is an extremely nonlinear function of climatic environment and material properties.

In view of these difficulties, it seemed desirable to develop an accurate thermal simulation of structures that could use available historical weather data to predict the thermal performance of a structure. This would be particularly valuable in preliminary design studies to characterize the effectiveness of possible control techniques minimizing icing conditions. For the program to be broadly accepted, it would have to possess documented accuracy and broad applicability and be user oriented. A program exhibiting these characteristics could also be used to predict preferential icing by using regional weather forecasts. The objective of this research is to develop and document such a program.

BACKGROUND AND SCOPE

One obvious method to minimize freezing is to actively heat the structures, and this has been attempted on some bridges, roads, and runways, by using heat sources such as electrical, oil, and gas-fired boilers or hot springs. A comprehensive review of this literature is given elsewhere (1, 2). Typical heating systems have included resistive heating elements, convective tubes, and infrared and convective heaters placed either above or below the surface. These methods appear to have a limited application for extreme situations because of prohibitive capital expense and operating costs or large induced thermal stresses.

The limited use of the earth as a low-temperature heat source for a convective system to melt snow on pavement in a mild climate has been successfully demonstrated (3), and the use of heat pipes in a related application has been investigated (4). A demonstration project using ammonia-charged, gravity-operated heat pipes has been conducted recently at the Federal Highway Administration research facility in Virginia (5). The development of design procedures for heat pipe systems for both retrofit and new construction on bridges to inhibit preferential icing is also being investigated by FHWA.

Passive methods involving the alteration of the thermal properties of bridges have also been studied; for example, the bottoms of bridges have been insulated to reduce the convective heat transfer (6, 7, 8, 9, 10), and surface radiative properties have been varied (9). Essentially, all of the investigations to date have been strictly experimental, and the results in Table 1 do not provide the basis for general criteria for use of these techniques.

Passive techniques can be effective in significantly altering the freezing characteristics of a bridge (Table 1) and the amount of alteration and whether it is beneficial or detrimental depends strongly on the location. It is evident that if thermal designs of structures are to be optimized they must be optimized for their local environment, especially when elaborate schemes, such as geothermal heating, are being considered.

The evaluation and optimization of proposed freeze-thaw and icing control devices for bridges, roads, or runways require either a well-instrumented engineering development facility or an accurate thermal simulation. Engineering development facilities are traditionally expensive and exhibit inherent inflexibility as is demonstrated by many of the experimental studies previously mentioned. These facts have led to an increasing use of simulation in all areas of engineering. In view of this need for an accurate thermal model of broad applicability, the current study was initiated (11, 12, 13).

Development of a basic computer code for heat transfer that was applicable to highway structures began in 1972. The simultaneous development of an experimental facility to provide input data and model verification was initiated by using financial resources, equipment, and personnel of both the University of Wyoming and the Wyoming Highway Department.

EXPERIMENTAL INVESTIGATIONS

Experimental Facility

The overpass bridges and adjacent roadway at the Cooper Cove interchange located 40 miles (64 km) west of Laramie, Wyoming, on Interstate 80 were chosen as the test site because of the severity and variety of the local micrometeorology and the proximity of the U.S. Forest Service and Wyoming Highway Department field test site at Cooper Cove. The westbound lane has an asphalt overlay that will permit direct comparison of the thermal response of two bridges that are similar except for surface radiation properties (concrete versus asphalt).

The installed instrumentation can be divided into two groups to measure (a) the local [illegible] thermal response of the bridge and roadway. The

data permit simulation verification. Figure 1 shows the rac
meteorological instrumentation, that was mounted on the rai
and that includes two anemometers, two wind vanes, aspirat
gauge, time-lapse camera, and two Eppley pyrheliometers.
mounted on a 10-ft (3-m) pole; one unit measures the incom
other unit is shielded and sees only the bridge so that the re
be measured. The solar radiation absorbed by the bridge d
condition can be deduced from these two measurements sinc
varies with wetness, icing, and snowpack. In addition, som
can be obtained from the upward facing Eppley pyrheliomete
humidity, and precipitation are also measured. The temper
bridges and adjacent roadway are measured as a function of
embedded in the bridge decks and the adjacent roadway. Al
istors and weather instrumentation) are cabled to an instru
the bridge of the eastbound lane of I-80. The instrumentatio
instrumentation controllers and the magnetic-tape-based dat
bridges were instrumented by potting the sensors in $^3/_8$-in.-d
rods of varying lengths, which could be inserted into holes d
the bridge deck. A schematic of this installation is shown i
of all the temperature sensors are shown in Figure 3. Thre
to measure the temperature distribution down to 10 ft (3 m)
adjacent road.

The data acquisition system was originally developed wit
Electrical Engineering Department of the University of Wyo
sequentially sampling, digitizing, and recording 100 channel
in less than 4 sec. The entire system, consisting of a line
system, and digital recorder, is mounted in one instrumenta
tem consists of an electronic multiplexing switch, an amplif
digital clock, and a logic module. These components are m
on printed circuit boards. A rack mounting unit with approp
terminal strips houses the complete digital system. Data i
sampled at a predetermined rate, and the signals are recor
recorder in a format that is compatible with the equipment i
computer center.

Results

The data acquisition system went into operation on January
on an almost continuous basis until June 16, 1974. Power f
failures caused the system to be closed down 7½ days durin
individual transducer malfunctions occurred during this per
redundancy, these did not in general preclude simulation. O
acquisition system failed because of overheating. Repair of
of an air-conditioning system were not completed until Octob
the system started functioning continuously.

As long as the system is kept within operating temperatu
well, although noise on some of the instrumentation cables h
lem. The use of the isolation transformer to isolate the sys
pany ground has reduced this problem significantly. Throu
acquisition system has been routinely subjected to calibra
transducers.

An extensive computer-processing and data-reduction ca
of tabular and graphical output formats, has been developed
terpretation of the many parameters. All of the data proces
using the program BRIDGEDATA, which incorporates 11 data-

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data permit simulation verification. Figure 1 shows the rack, containing most of the meteorological instrumentation, that was mounted on the rail of the eastbound bridge and that includes two anemometers, two wind vanes, aspirated ambient air temperature gauge, time-lapse camera, and two Eppley pyrheliometers. The pyrheliometers are mounted on a 10-ft (3-m) pole; one unit measures the incoming solar radiation and the other unit is shielded and sees only the bridge so that the reflected solar radiation can be measured. The solar radiation absorbed by the bridge deck as well as the surface condition can be deduced from these two measurements since the solar reflectivity varies with wetness, icing, and snowpack. In addition, some indication of cloud cover can be obtained from the upward facing Eppley pyrheliometer. Barometric pressure, humidity, and precipitation are also measured. The temperature distributions in the bridges and adjacent roadway are measured as a function of time by using thermistors embedded in the bridge decks and the adjacent roadway. All of the transducers (thermistors and weather instrumentation) are cabled to an instrumentation shed located under the bridge of the eastbound lane of I-80. The instrumentation shed houses the various instrumentation controllers and the magnetic-tape-based data acquisition system. The bridges were instrumented by potting the sensors in ⅜-in.-diameter (9.5-mm) epoxy rods of varying lengths, which could be inserted into holes drilled from the bottom of the bridge deck. A schematic of this installation is shown in Figure 2. The locations of all the temperature sensors are shown in Figure 3. Three road cables were installed to measure the temperature distribution down to 10 ft (3 m) below the surface of the adjacent road.

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Results

The data acquisition system went into operation on January 24, 1974, and data were taken on an almost continuous basis until June 16, 1974. Power failures and data acquisition failures caused the system to be closed down 7½ days during this period. In addition, individual transducer malfunctions occurred during this period, but, because of the redundancy, these did not in general preclude simulation. On June 16, 1974, the data acquisition system failed because of overheating. Repair of the system and installation of an air-conditioning system were not completed until October 10, 1974, at which time the system started functioning continuously.

As long as the system is kept within operating temperature limits, it performs quite well, although noise on some of the instrumentation cables has been a consistent problem. The use of the isolation transformer to isolate the system from the power company ground has reduced this problem significantly. Throughout the program, the data acquisition system has been routinely subjected to calibration checks on all of the transducers.

An extensive computer-processing and data-reduction capability, providing a variety of tabular and graphical output formats, has been developed to provide convenient interpretation of the many parameters. All of the data processing is accomplished by using the program BRIDGEDATA, which incorporates 11 data-reduction modes. Input to

BACKGROUND AND SCOPE

One obvious method to minimize freezing is to actively heat the structures, and this has been attempted on some bridges, roads, and runways, by using heat sources such as electrical, oil, and gas-fired boilers or hot springs. A comprehensive review of this literature is given elsewhere (1, 2). Typical heating systems have included resistive heating elements, convective tubes, and infrared and convective heaters placed either above or below the surface. These methods appear to have a limited application for extreme situations because of prohibitive capital expense and operating costs or large induced thermal stresses.

The limited use of the earth as a low-temperature heat source for a convective system to melt snow on pavement in a mild climate has been successfully demonstrated (3), and the use of heat pipes in a related application has been investigated (4). A demonstration project using ammonia-charged, gravity-operated heat pipes has been conducted recently at the Federal Highway Administration research facility in Virginia (5). The development of design procedures for heat pipe systems for both retrofit and new construction on bridges to inhibit preferential icing is also being investigated by FHWA.

Passive methods involving the alteration of the thermal properties of bridges have also been studied; for example, the bottoms of bridges have been insulated to reduce the convective heat transfer (6, 7, 8, 9, 10), and surface radiative properties have been varied (9). Essentially, all of the investigations to date have been strictly experimental, and the results in Table 1 do not provide the basis for general criteria for use of these techniques.

Passive techniques can be effective in significantly altering the freezing characteristics of a bridge (Table 1) and the amount of alteration and whether it is beneficial or detrimental depends strongly on the location. It is evident that if thermal designs of structures are to be optimized they must be optimized for their local environment, especially when elaborate schemes, such as geothermal heating, are being considered.

The evaluation and optimization of proposed freeze-thaw and icing control devices for bridges, roads, or runways require either a well-instrumented engineering development facility or an accurate thermal simulation. Engineering development facilities are traditionally expensive and exhibit inherent inflexibility as is demonstrated by many of the experimental studies previously mentioned. These facts have led to an increasing use of simulation in all areas of engineering. In view of this need for an accurate thermal model of broad applicability, the current study was initiated (11, 12, 13).

Development of a basic computer code for heat transfer that was applicable to highway structures began in 1972. The simultaneous development of an experimental facility to provide input data and model verification was initiated by using financial resources, equipment, and personnel of both the University of Wyoming and the Wyoming Highway Department.

EXPERIMENTAL INVESTIGATIONS

Experimental Facility

The overpass bridges and adjacent roadway at the Cooper Cove interchange located 40 miles (64 km) west of Laramie, Wyoming, on Interstate 80 were chosen as the test site because of the severity and variety of the local micrometeorology and the proximity of the U.S. Forest Service and Wyoming Highway Department field test site at Cooper Cove. The westbound lane has an asphalt overlay that will permit direct comparison of the thermal response of two bridges that are similar except for surface radiation properties (concrete versus asphalt).

The installed instrumentation can be divided into two groups to measure (a) the local micrometeorology and (b) the actual thermal response of the bridge and roadway. The [illegible] for the numerical simulations, and the thermal response data permit simulation verification. Figure 1 shows the rack, con
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and that includes two anemometers, two wind vanes, aspirated am
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condition can be deduced from these two measurements since the
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humidity, and precipitation are also measured. The temperature
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Study	Time Observed (days)	Insulation Effects: Freeze-Thaw Cycles	Insulation Effects: Total Time Frozen	Surface Radiation Effects: Freeze-Thaw Cycles	Surface Radiation Effects: Total Time Frozen
Nebraska (6)	50	-7	—	—	—
Texas (7)	41	-4	—	—	—
New York (8)	147	-53	-2.6	—	—
Alabama (9)	215	-1	-	-1	-6
Missouri (10)	215	-15	-1	—	—
Wyoming	91	-34	-15	-37	-38

Percentage reduction (-) or increase (+). Days snow cover on deck.
Compared with the top of deck. Asphalt overlaid deck.
2 hour reduction in duration of cycle.

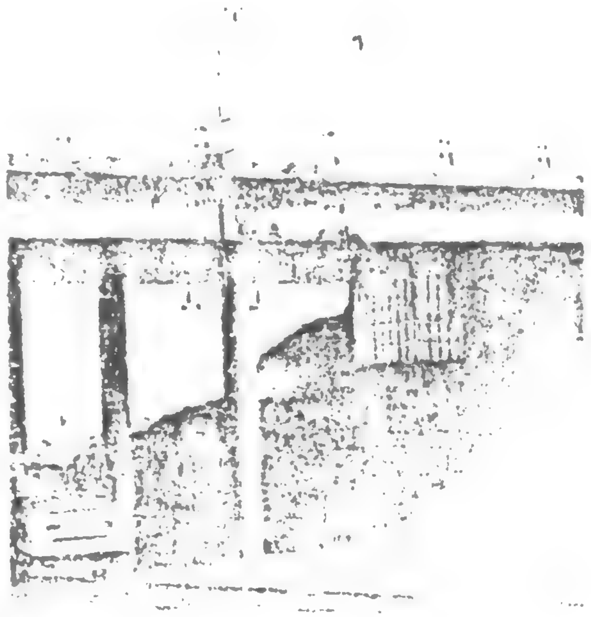

Figure 1. Meteorological instrumentation rack and instrumentation shed at field site.

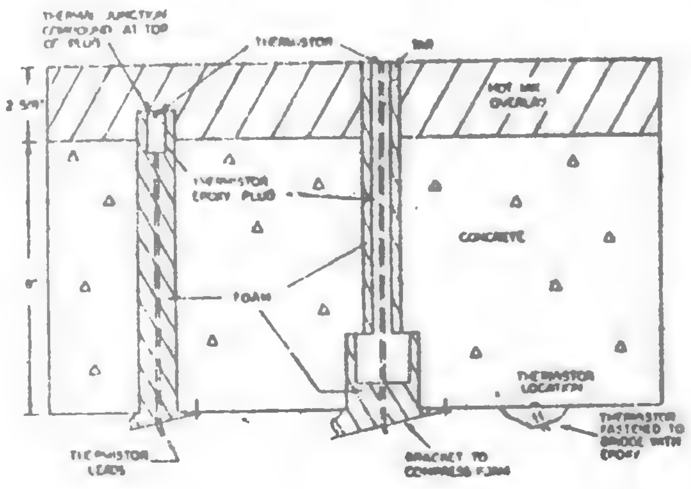

Figure 2. Thermistor installation on overlaid bridge.

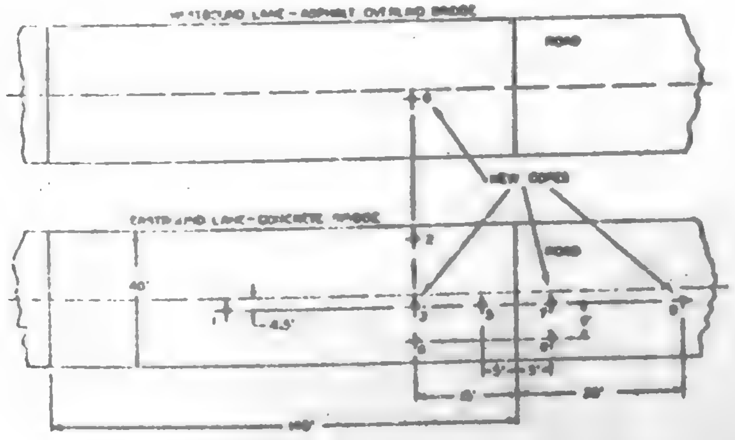

Figure 3. Thermistor locations in bridge decks and roadway.

WESTBOUND LANE - ASPHALT OVERLAID BRIDGE
ROAD
NEW CORES
EASTBOUND LANE - CONCRETE BRIDGE
ROAD
40'
4.5'
2
8'
20'
100'

Over the 121-day period, a correlation between the surface t
at the five core locations on the concrete deck indicated that te
of 3 F (1.67 C) could exist at the various locations. Location o
appear to influence these temperatures with the exception of co
be warmed slightly by the proximity of the deck-road interface.

The asphalt-overlaid bridge deck is significantly warmer th
deck. During the period from February 1, 1974, when the asph
mented, to June 15, 1974, there were 91 days when reliable com
between the temperatures of the two decks. The surface tempe
for the day (6 a.m. to 6 p.m.) and for the night (6 p.m. to 6 a.m
generally changed around noon and the averaging was done on e
proximately 6 hours of data at the beginning and the end of each
neglected in the averaging process. These results showed that
9.8 F (5.4 C) colder than the asphalt-overlaid deck during the d
colder than the asphalt during the night for the 91-day period.
tion of this data, along with air temperature, is shown in Figur
averaged over the entire period, including that for both night an
the asphalt-overlaid bridge was 9.2 F (5.1 C) warmer than the
examples of this temperature difference are shown in Figure 5
prevailing wind direction on this temperature difference did no
tion. An additional test involving the simulated variation in int
did not account for the observed differences. The difference in
the two decks is therefore totally attributed to the difference in
the two surfaces.

There was a positive indication that the number of freeze-th
and that the total time frozen (surface temperature) was signifi
asphalt-overlaid deck. Of the 91 days considered, the asphalt
freeze-thaw cycles, but the concrete deck experienced 40 freez
tion, it is observed that the asphalt bridge was frozen an equiva
concrete bridge was frozen 26 days.

These results for the bridge can be contrasted with the road
ing the 91 days when the surface temperature of the two bridge
be compared, the roadway was 2 F (1.1 C) warmer than the con
asphalt deck was 7.2 F (4.0 C) warmer than the roadway. Dur
deck was an average of 1.5 F (0.8 C) colder than the adjacent r
2.5 F (1.4 C) colder. The observed range of variance for the
9.2 to -8.6 F (5.1 to -4.8 C). Similar data for the comparison
the roadway show that the asphalt bridge is an average of 8.3 F
the adjacent roadway during the day and 6.1 F (3.4 C) warmer
case, the variance for the ½-day averages ranged from 16.4 to
Comparison of freeze-thaw performance indicates that the roa
freeze-thaw cycles during a 91-day period. This is significant
perienced by the asphalt deck (24) but less than that experience
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The fact that the asphalt bridge is generally warmer than th
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temperature 10 ft (3 m) below the surface of the road varied fr
to a high of 53 F (11.67 C) over the time interval studied. Obv
not below the frost line. Apparently the fill associated with th
[approximately 20-ft (6.1-m) elevation at the bridge] is subject
a much greater depth than the surrounding grade. As a result
appreciably colder than the road at grade level. Second, note
structures may be expected to cool much faster than the roadw
on the lower surface and their smaller thermal mass compare
this smaller thermal mass also allows more rapid heating and
with respect to the roadway.

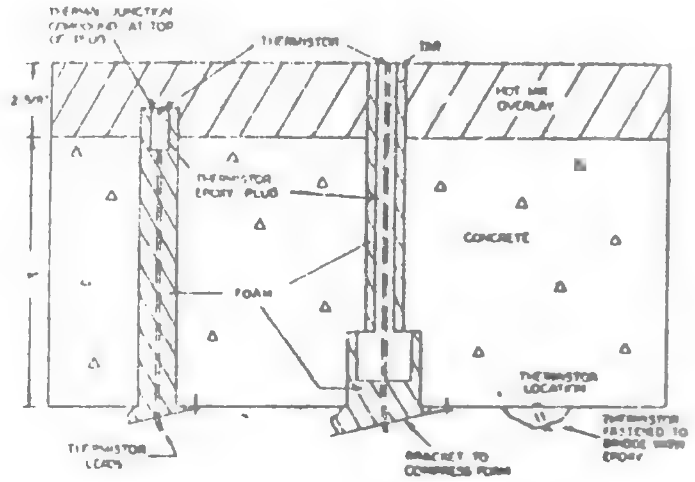
...ulation Effects		Surface Radiation Effects	
...eeze-Thaw ...cles	Total Time Frozen	Freeze-Thaw Cycles	Total Time Frozen
[illegible]	-	-	-
[illegible]	-	-	-
[illegible]	+2.6	-	-
[illegible]	[illegible]	-1	-6
[illegible]	[illegible]	-	-
[illegible]	-13	-37	-36

[illegible]

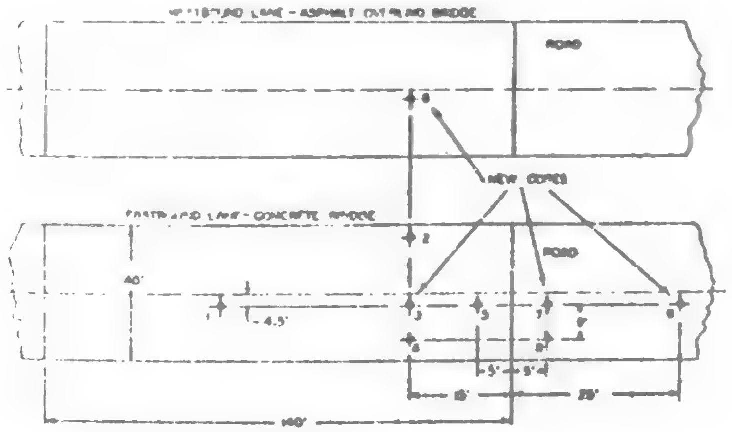
[illegible]

...umentation rack and ...tic.

Figure 2. Thermistor installation on overlaid bridge.



...s in bridge decks and


WESTBOUND LANE - ASPHALT OVERLAID BRIDGE
ROAD
NEW CORES
EASTBOUND LANE - CONCRETE BRIDGE
ROAD
40'
4.5'
1
2
3
4
5
6
7
8
5'
5'4"
15'
20'
140'

Over the 121-day period, a correlation between the surface temperatures measured at the five core locations on the concrete deck indicated that temperature differences of 3 F (1.67 C) could exist at the various locations. Location on the bridge does not appear to influence these temperatures with the exception of core 5, which appears to be warmed slightly by the proximity of the deck-road interface.

The asphalt-overlaid bridge deck is significantly warmer than the concrete bridge deck. During the period from February 1, 1974, when the asphalt bridge was instrumented, to June 16, 1974, there were 91 days when reliable comparisons could be made between the temperatures of the two decks. The surface temperatures were averaged for the day (6 a.m. to 6 p.m.) and for the night (6 p.m. to 6 a.m.). Since the tapes were generally changed around noon and the averaging was done on each tape as a unit, approximately 6 hours of data at the beginning and the end of each 8-day tape were neglected in the averaging process. These results showed that the concrete deck was 9.8 F (5.4 C) colder than the asphalt-overlaid deck during the day and 8.6 F (4.8 C) colder than the asphalt during the night for the 91-day period. A graphical representation of this data, along with air temperature, is shown in Figure 4. From the data averaged over the entire period, including that for both night and day, one can see that the asphalt-overlaid bridge was 9.2 F (5.1 C) warmer than the concrete deck. Graphic examples of this temperature difference are shown in Figure 5. A test of the effect of prevailing wind direction on this temperature difference did not result in any correlation. An additional test involving the simulated variation in internal thermal properties did not account for the observed differences. The difference in surface temperature of the two decks is therefore totally attributed to the difference in radiative properties of the two surfaces.

There was a positive indication that the number of freeze-thaw cycles was fewer and that the total time frozen (surface temperature) was significantly less for the asphalt-overlaid deck. Of the 91 days considered, the asphalt bridge experienced 18 freeze-thaw cycles, but the concrete deck experienced 40 freeze-thaw cycles. In addition, it is observed that the asphalt bridge was frozen an equivalent of 18 days, but the concrete bridge was frozen 26 days.

These results for the bridge can be contrasted with the roadway performance. During the 91 days when the surface temperature of the two bridges and the roadway could be compared, the roadway was 2 F (1.1 C) warmer than the concrete deck, and the asphalt deck was 7.2 F (4.0 C) warmer than the roadway. During the day, the concrete deck was an average of 1.5 F (0.8 C) colder than the adjacent road, and at night it was 2.5 F (1.4 C) colder. The observed range of variance for the ½-day averages was from 9.2 to -8.6 F (5.1 to -4.8 C). Similar data for the comparison of the asphalt deck with the roadway show that the asphalt bridge is an average of 8.3 F (4.6 C) warmer than the adjacent roadway during the day and 6.1 F (3.4 C) warmer during the night. In this case, the variance for the ½-day averages ranged from 16.4 to -2.5 F (0.1 to -1.4 C). Comparison of freeze-thaw performance indicates that the roadway exhibits 34 major freeze-thaw cycles during a 91-day period. This is significantly more than that experienced by the asphalt deck (24) but less than that experienced by the concrete deck (38). Table 1 gives some of these results.

The fact that the asphalt bridge is generally warmer than the adjacent roadway is surprising and contradictory to folklore. It is probably due to two factors. First, the temperature 10 ft (3 m) below the surface of the road varied from a low of 31 F (-0.56 C) to a high of 53 F (11.67 C) over the time interval studied. Obviously, this location is not below the frost line. Apparently the fill associated with the approach to the bridge [approximately 20-ft (6.1-m) elevation at the bridge] is subject to climatic variations to a much greater depth than the surrounding grade. As a result, the approach may be appreciably colder than the road at grade level. Second, note that, although the elevated structures may be expected to cool much faster than the roadway because of convection on the lower surface and their smaller thermal mass compared with that of the roadway, this smaller thermal mass also allows more rapid heating and, in fact, superheating with respect to the roadway.

7-9-79

Jack Sullivan
Also be sure specs require construction completion as outlined in these two letters. The job should have a long add time say 6 or 7 weeks.
ESH

March 13, 1979

J. W. Gischel, Jr.
Land Use Supervisor
Weyerhaeuser Company
P.O. Box 275
Springfield, Oregon 97477

RE: File 49675
Divide-Anlauf Section
Pacific Highway
Douglas County

Dear Mr. Gischel:

This will confirm our telephone conversation concerning the re-scheduling of the contract for the Martin Creek-Comstock Section of I-5. The frontage road contract which was scheduled for April 26, will be canceled. The total freeway construction project will be re-scheduled for this fall.

In order to meet your requirements for accessing your property, the contract will require completion of the two sections of frontage road by August of 1980. If the structures have not been completed by that date, we will also make provisions for accessing your property from the freeway.

If for some reason the freeway project cannot be contracted in the fall, we will re-schedule the frontage road contract in order to provide access to your property as previously agreed. Combining the two contracts will certainly be the most sufficient method of handling this project and we want to thank you for your cooperation.

Very truly yours,

Rod Henry, Assistant
Right of Way Manager

RJH:jk

cc: E. S. Hunter
J. H. Versteeg

NOTED
J. B. BOYD

cc A. Shirley
[illegible]

9037

STATE OF OREGO

INTEROF CE MEMO

TO: MEMO TO THE FILE

DATE: March 9, 1979

Ed

FROM: E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

Subject: Contract Scheduling of
Martin Creek-Comstock Section
Interstate 5

I discussed this date with Mr. Klaboe the contract scheduling for the Martin Creek-Comstock Section of Interstate 5.

It was decided to pull the frontage road contract scheduled for bid in April and look toward contracting the entire project in the fall of 1979.

Delaying the frontage road contract will require that the specifications include a completion date for the "WR" and "FA" lines by August, 1980. The early completion of these two frontage roads are mandatory in order to allow the Weyerhaeuser Timber Company to place rock surfacing on them prior to the fall rains so they can proceed with their thinning, fertilization, and re-seeding program in late fall and winter of 1980.

Mr. Boyd will see that the Weyerhaeuser Company is advised of our plans.

ESH:ja

cc F. B. Klaboe
H. S. Coulter
D. H. Moehring
J. B. Boyd
J. H. Versteeg
Walt Hart
C. T. Keasey
Bud Shirley

81-125-1387

#7037

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ROW 18-2

INTER-OFFICE CORRESPONDENCE

February 27, 1979

Salem, Oregon

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

BUILDING

SUBJECT: Martin Creek-Anlauf Section
Pacific Highway
Lane and Douglas Counties
R/W File 49800
ODOT Agreement No. RR-931

gen files has

Attached are copies of two easements from Southern Pacific Transportation Company relating to the subject project.

The originals of these agreements are being sent to Adele Egan for recording. When they are recorded, she will transmit the originals to you for your records.

RDT/seb
Attachments
cc: G. L. Green w/copies agreements
J. B. Boyd w/copies agreements
J. L. Sollis
D. E. Swan w/2 copies agreements
A. Shirley w/copies agreements
C. T. Keasey w/copies agreements
Adele Egan w/originals

NOTE TO ADELE EGAN: Please have these easements recorded and provide me with the recording information so I can advise the Southern Pacific Transportation Company. Please also provide me with a voucher that I can send to the Southern Pacific Transportation Company. It should be in the amount of $9,100 plus $215.87 interest. RDT

NOTED
C. W. HEAD

9037 Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 23, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-3(-)
Ward Butte Rd. O'xing
Martin Creek-Comstock Section
Bridge 16299

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Wallace's letter of February 15, 1979, concerning this project adequately explains the cost increase and the fact that you did consider other alternates and found these alternates made very little difference in the project costs. We approve Mr. Hunter's submittal of January 4, 1979 for this structure.

For G. L. Green

cc:
OSHD (E S Hunter)
OSHD (W J Hart)

NOTED
E. S. HUNTER

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TECHNICAL SERVICES
FEB 26 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
FEB 26 '79
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

2/26
cy Shirley

CENTRAL FILES

GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 15, 1979

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Ward Butte Road O'xing of I-5
Martin Cr-Comstock Section
Pacific Highway
Douglas County
Bridge 16299

This letter is in answer to the question of the increase in the estimated cost of the project as stated in your letter of January 29, 1979.

On November 10, 1979 we transmitted to you Drawings 32849 and 31576 which were the preliminary plan and elevation and vicinity map for the subject structure. The two-span Type V prestressed beam structure proposed was estimated to cost $266,000. In May of 1978 we completed the plan and our estimate for this proposed structure, including E and C,was $379,000 which is 42% above the preliminary estimate. This difference was due to both rising prices and an erroneous original estimate. Inflation from May of 1978 to January of 1979 of 15% would increase the cost of the original design to $436,000.

As noted in our January 4, 1979 letter a new structure was proposed which would span both the existing highway and the future freeway widening realignment. The estimated cost of $442,000, for this proposed structure, seems to compare favorably with the revised estimated cost of the original design.

Consideration was given to a less costly type of structure. The use of slab span side spans would save a small amount of cost, however this would result in a structural depth difference of approximately four feet at Bents 2 and 3. The resultant poor appearance of the side view of the structure is not in keeping with most of our structures built over freeways.

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In view of the above information, we ask your reconsideration and approval of the structure type proposed.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

cc ~~E.~~ S. Hunter
D. H. Moehring
Alfred Shirley

9037 1-S

February 14, 1979

Jim Lauman
Dept. of Fish & Wildlife
506 S.W. Mill Street
Portland OR 97201

Dear Jim:

Subject: Martin Creek-Anlauf Interchange
(Frontage Road)
Pacific Highway
Lane & Douglas Counties

You will recall the subject project was advertized for bid last year. The Oregon Transportation Commission elected to recall the ad and defer construction for an undetermined length of time.

Because of obligations to adjacent property owners entered into at that time when the necessary rights of way were purchased, we have developed a contract which will construct the complete frontage road system called for on the original plans. We currently plan to accept bids for this project April 26, 1979.

For your information we are enclosing a set of plans for this frontage road project. Please note that all work in Pass Creek remains the same as previously agreed upon in the original contract.

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

DOC:ab
Enclosure
cc: W. E. Cole

✓ Versteeg ✓
Christensen
George
Olsen
Turpin
Sullivan
Scott
Anderson

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FEB 16 1979
ENGINEERING SECTION

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9037

STATE COPY

cc: ~~OSHD~~ (H S Coulter)
OSHD (R L Schroeder)
OSHD (C T Keasey)
OSHD (A Shirley, Reg 3)

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

X-Refs: I-F-5-3(111)137
I-5-3(109)170

INSPECTION REPORT

REGION NO. 10	REPORT ON Maintenance	DIVISION Oregon
DATE OF INSPECTION 2-12-79	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. 602.1

IN COMPANY WITH

NOTED
H. S. COULTER

REMARKS

On February 9, 1979, while returning to Salem, I noted moderate to severe potholing and pavement delamination on several sections of I-5 between Roseburg and Eugene.

The worst areas were: 1) Sutherlin to N. Oakland, 2) Comstock to Divide, and 3) Martin Cr. to Cottage Grove.

I discussed these problems with both Regional and Construction project personnel that day. On Feb. 12 the above persons reviewed Sections 2 and 3 listed above.

Two of the above areas--N. Oakland to Sutherlin and Cottage Grove to Martin Creek--are under construction. The contractor is S. D. Spencer & Son. The third area, Divide to Comstock, was to have been contracted for the reconstruction last year; however, reconstruction was postponed by the State apparently as a political maneuver following the voters rejection of increased fuel taxes. This section is the last portion of I-5 to be completed. Major realignment of the roadway and interchange configuration had been planned. (Estimated cost of $30 million.)

Abnormal freezing followed by heavy rainfall has resulted in severe potholing and delamination of thin patches in the subject areas. High quality hot patches have not been possible due to adverse weather. Coldpatching has not been able to keep abreast of the deterioration.

Short periods of reasonable paving weather are normally expected in mid or late February.

It was agreed that cold patch efforts be continued pending a break in the weather. At the first possible opportunity, hot patching tapers and final paving must immediately commence as appropriate.

Mr. Gix advised that the contractor has promised to pave as soon as possible. However, in the event the contractor fails to mobilize at the first paveable weather, it was agreed that State maintenance forces will do the necessary pavement patching and charge the contractor as appropriate.

Extensive surface maintenance will be required on the Martin Creek to Comstock Section if the State elects to delay reconstruction another year. ✓

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FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

☆ GPO: 1970 0-387-254

CON 21-2
I-5 S.

Form FHWA 121 (Rev. 5-73) 9-37

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Memorandum

DATE: January 29, 1979

In reply refer to: HBR-OR

SUBJECT:
Oregon Project I-5-3(-)
Ward Butte Rd. O'xing
Martin Creek-Comstock Section
Pacific Highway, Lane County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

Mr. Hunter's letter of January 4, 1979, submitted a change in the above structure type to eliminate the bent in the freeway median and some minor alternates in the north end of the structure to accommodate trucks.

Please note the cost increase from your previous estimate last January is approximately 60 percent, compared to your original structure of $276,000. This large cost variation hardly seems appropriate. We certainly support your desire to eliminate the median bent, but recommend you consider another less costly structure selection.

G. L. Green

CC:
ODOT (W J Hart)

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REFER TO
Hart

FOR

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		✓				

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 4, 1979

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Ward Butte Rd. Oxing of I-5
Martin Cr.-Comstock Section
Pacific Highway
Douglas County
Bridge 16299

Attached for your approval are two copies of drawing 34029 which is the revised preliminary plan and elevation for this structure. The vicinity map and foundation recommendation were sent to you previously.

The span arrangement has been revised to eliminate the bent in the freeway median to allow for future freeway widening and realignment. We have also added a 45' radius to the curb line at the north end of the structure to allow trucks to negotiate the turn onto the frontage road. Roadway width and geometry are unchanged.

We propose a three-span structure consisting of bulb-T, prestressed beam main span and cast-in-place RCDG approach spans at an estimated coast of $442,000. An alternate considered was a three-span, bulb-T at $448,000.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

Attachment

cc E. S. Hunter
D. H. Moehring
Alfred E. Shirley /w/ 2 attach.

Form 81-731-0027 (9-77)

. 1979 Martin Cr.-Anlauf Intchg. 9037
. Sec. of Pacific Hwy. (Grade,
. pave, struc, sign & illum.) #4

RR 919 [illegible]
C&A 6355 6-26-78
RR-931 6-5-78
C&A 6132 6-24-77
C&A 6362 - 6-16-78

FORM 81-734-3030

FILE: ~~ROW 18-2~~

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
December 8, 1978
Salem, OR. 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1015
Crossing No. C-620.58

TO: H. S. Coulter
State Highway Engineer

BUILDING

Attached is a copy of Order No. 78-889 issued by the Public Utility Commissioner on December 5, 1978, relative to the above-subject matter.

RDT/seb
Attachment
cc: C. R. Burghardt, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
A. Shirley (2)
J. C. McCormick
R. P. Hamilton
J. L. Sollis
Bob Judson

RECEIVED
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DEC 11 '78
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FOR

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NOTED
H.S. COULTER

ORDER NO. 78-889

PUC Crossing No. C-620.58

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1015

In the Matter of the Application of)
DOUGLAS COUNTY for the authority,)
pursuant to ORS 763.020, to con-)
struct a grade crossing of Ward)
Butte Road and Southern Pacific) ORDER
Transportation Company, Siskiyou)
Line, near Divide, Douglas County,)
Oregon.)

On April 27, 1978, Douglas County duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.020, to construct a new railroad-highway grade crossing of Ward Butte Road, and the main track and right-of-way of Southern Pacific Transportation Company, Siskiyou Line, near Divide, Douglas County, Oregon.

Comments and recommendations were made by parties as follows: Southern Pacific Transportation Company by letter dated June 13, 1978; Oregon Highway Division by letter dated August 30, 1978. Applicant amended its application by letters dated August 14 and September 12, 1978.

Copies of the application, amendments and responses thereto were duly served upon Southern Pacific Transportation Company, Oregon Department of Transportation, Highway Division, Oregon Department of Land Conservation and Development, and applicant. No objection by any party has been made to the granting of the application as amended.

At the proposed crossing, Ward Butte Road will be a two-way road, with the southerly crossing approach tangent and the northerly crossing approach curved southeasterly toward the crossing. The roadway will be 28 feet wide at the crossing and will consist of two twelve-foot paved travel lanes and two two-foot gravel shoulders.

The Oregon Department of Transportation, Highway Division, is engaged in a relocation and improvement project on Interstate 5 Highway. The relocated highway will deny highway access to local residents. The applicant is proposing this road project to continue vehicular access to the local area.

Applicant proposes to install two flashing light signals equipped with gongs, and two automatic gates, to provide protection for vehicles using Ward Butte Road. There are no other access roads to I-5 available to residents in this area. Estimated vehicular usage of the crossing after construction will consist of less than 100 vehicles per day.

The proposed installation of automatic protective devices will provide warning to motorists and pedestrians of impending railroad movements.

Due consideration has been given to all representations in the application, amendments and responses thereto. No matters within the scope of ORS Chapter 763 are at issue, and no hearing will be required.

Based upon the application as amended and the files of the Commissioner, it is found that the crossing is required by the public safety and welfare. A grade separation is not necessary at this location. The application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED THAT:

1. The authority to construct a crossing as requested is hereby granted upon the condition that physical construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

2. Oregon Department of Transportation, Highway Division shall:

    a. Construct that portion of the crossing lying outside lines drawn two feet outside each rail to accommodate a road 28 feet in width, consisting of a two-foot gravel shoulder, two twelve-foot paved travel lanes and a two-foot gravel shoulder, and bear all the cost thereof;

b. Bear all of the cost of constructing that portion of the crossing lying between lines drawn two feet outside each rail;

c. Bear all the cost of furnishing and installing the automatic signalization and circuitry ordered in paragraph 3.b. below;

d. Furnish and install rural-type guardrail, 14 feet from the roadway centerline, on each roadway approach to the crossing and bear all the cost thereof; and

e. Furnish and install one standard advance warning sign and one reflectorized advance warning pavement marking on the northerly approach to the crossing.

3. Southern Pacific Transportation Company shall:

a. Subject to reimbursement, construct that portion of the crossing lying between lines drawn two feet outside each rail to accommodate a road 28 feet in width;

b. Subject to reimbursement, furnish and install two Commissioner's Standard No. 2 flashing light signals, equipped with gongs and with two Commissioner's Standard No. 4 automatic gates located not less than 20 feet from the roadway centerline, to be activated by a motion sensor with a wrap-around circuit; and

c. Maintain that portion of the crossing lying between lines drawn two feet outside each rail, and the automatic protective devices and circuitry ordered herein and bear all the cost thereof.

4. Douglas County shall maintain the rural-type guardrail, standard advance warning sign and advance warning pavement marking ordered in paragraphs 2.d. and 2.e. above and maintain that

portion of the crossing lying outside lines drawn two feet outside each rail at the crossing and bear all the cost thereof.

5. Each party will notify the Commissioner upon completion of its part of the project.

Made, entered and effective December 5, 1978.

Charles Davis

CHARLES DAVIS
Public Utility Commissioner

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bk

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 30, 1978

Mr. Roger P. Campbell
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: SXF 1015
Crossing No. C-620.58

Dear Mr. Campbell:

In the matter of the application of Douglas County for the authority pursuant to ORS 763.020, to construct a grade crossing of Ward Butte Road and Southern Pacific Transportation Company, Siskiyou Line, near Divide, Douglas County, Oregon.

George Grubb, Douglas County Director of Public Works, in his August 14th letter, requested that the subject application be amended to make reference to rural type guard rail and that the crossing width be 28 feet made up of two 12 foot travel lanes with a shoulder of two feet on each side. Mr. Grubb indicates that a total of 28 feet would be paved. The current plans call for two 12 feet paved travel lanes and two-two feet graveled shoulders. Other than this item, the State of Oregon, by and through its Department of Transportation, Highway Division, has no objections to the issuance of an order in accordance with this amendment letter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:jmn
cc: H.S. Coulter ✓
C.T. Keasey
Alfred Shirley
J.L. Sollis
Duane Christensen

STATE HWY ENGR
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NOTED
H.S.COULTER

Form 734-3122 (Rev. 7-77)

~~ROW 13-2~~

[illegible]

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 26, 1978

SXF 1015
Crossing No. C-620.58

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

Dear Mr. Campbell:

In the matter of the application of Douglas County for the authority, pursuant to ORS 763.020, to construct a grade crossing of Pacific Highway Frontage Road and Southern Pacific Tranpsortation Company, Siskiyou Line, near Comstock, Douglas County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to corrections in Southern Pacific Transportation Company's June 13 letter. The county road is not under the jurisdiction of the Highway Division.

Subsequent advice on the further proceedings relative to this matter will be appreciated.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:dbe
cc: H. S. Coulter
C. T. Keasey
Alfred Shirley
J. L. Sollis

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STATE HWY ENGR
JUN 27 '78
REFER TO

FOR

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NOTED
H.S. COULTER

Form 81-734-3122 (Rev. 7-77)

9037 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 13, 1978

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 49675 - Weyerhaeuser
Divide-Comstock Section
Pacific Highway
Douglas County

TO: J. H. Versteeg
Head of Engineering

Attn: Bill Cole

I have discussed the matter of the width of the frontage road from Comstock Cemetery towards Eugene and have determined the typical section. I am attaching a copy of Stephen Ford's report of February 10, 1978, which includes the basis of his design. He discussed the logging roads of the Weyerhaeuser Company and this is the typical section they utilize. It must include turnouts, however, as indicated in the report.

JBB:jk
attach.
cc: Bud Shirley w/attach.
Virgil Wilson w/attach.

REFERRED TO
Board ____ Steudenmayer ____
Cole ____ Semple ____
Eriksen ____ Wilson ____
Hagen ____ Dorn ____ Lau ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
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ENGINEERING SECTION

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11-13-78
Reviewed with Cole and Gettis on road from
will go to *16 ft top width
cemetery to Weyerhaeuser. * will be graded to
allow a 16 ft top surface width.
Don

STEPHEN H. FORD, INC.
SURVEYING
405 TIFFANY BUILDING
795 WILLAMETTE STREET
PHONE 344-1852
EUGENE, OREGON 97401

KEN FORD, PHONE 344-3977
85914 DOANE ROAD, EUGENE

PAULA NORNESS, PHONE 345-4610
27118 CROW ROAD, EUGENE

February 10, 1978

REFER TO OUR JOB NO. 2334.1a

Mr. Richard Wilson
Region Appraiser
Highway Division
Dept. of Transportation
1058 W. Harvard Blvd.
Roseburg, Oregon 97470

Re: Purchase order No. H 435156
File No. 49675
Name: Weyerhaeuser-Divide-Comstock
Highway: Pacific
County: Douglas

Mr. Wilson:

Our firm has completed the additional field and office work required in order to estimate the cost of construction of certain roadways to serve Weyerhaeuser Timber Company as ordered by you.

I will use the same typical design cross section as in our former estimate dated November 17, 1977. I will also include as part of the total the estimate including turnouts at approximate 800 foot intervals. The same methods for determining quantity and cost estimates has been used for this project that was outlined in the former estimate work dated November 17, 1977.

The first estimate will cover the total construction of a proposed road that we call the "Potter Bypass" for identification purposes. This road begins at the end of a proposed subgraded access road by Oregon State Highway Dept. which will end at approximate station 22+00 where the centerline intersects the Weyerhaeuser Co. land and runs to the intersection with the previously located centerline of a proposed road at station 26+02 Back equals 19+11 Ahead. From this intersection point it runs southwesterly to end at Station 62+82. Station 53+00 to 56+00 shows scattered boulders and could have some rock excavation although for this estimate I will assume the material to be rippable. Occasional signs of slippage appear along the proposed route.

The estimated quantities, unit prices and resulting costs are listed below:

ITEM:	QUANTITY:	UNIT PRICE:	COST:
1. Logging, clearing and grubbing: Felling, bucking, yarding and decking of all merchantable timber within clearing limits so same can be easily loaded and hauled by Weyerhaeuser Co. Stumps, tops, limbs and brush to be removed from excavation and fill areas and swept into			

ITEM:	QUANTITY:	UNIT PRICE:	COST:
piles along edge of clearing. None of the above to be placed in or near enough to a creek to cause obstruction or undue pollution therein........................	7.25 Acres	$3,500.00	$ 25,375.00
2. Excavation....................	9,500 cu. yds.	$ 1.65	$ 15,675.00
3. 3"-0" crushed rock: 12" deep in place.........	5,510 Tons	$ 6.00	$ 33,060.00
4. Steel culverts in place:	24"x200 L.F.	$ 19.00xL.F.	$ 3,800.00
	18"x100 L.F.	$ 14.00xL.F.	$ 1,400.00
5. Metal farm gate installed where road enters Weyerhaeuser (per Weyerhaeuser request)............	1	$ 150.00	$ 150.00
6. Construction staking (typical Forest Service Class "C".......	48 stations	$ 100.00	$ 4,800.00
	TOTAL ITEMS 1 through 6 =		$ 84,260.00

The above unit prices are all based on each item being finished and in place according to current acceptable construction standards.

The second estimate is for the surfacing of a proposed subgrade to be constructed by O.S.H.D. which begins at Station 0+00 which falls on the centerline of the Wards Butte Road and runs southwesterly for approximately 22 stations to a point where the centerline intersects Weyerhaeuser Co. land.

The running surface is to be crushed rock 14 feet wide and one foot(12 inches) deep with 10 foot wide by 60 foot long turnouts at approximate 800 foot intervals.

The estimated quantity, unit price and resulting cost is listed below:

ITEM:	QUANTITY:	UNIT PRICE:	COST:
1. 3"-0" crushed rock in place..	2,540 Tons	$ 6.00	$ 15,240.00

The above unit price is based on being finished and in place according to current acceptable construction standards.

The third estimate will cover the total construction of a proposed road which leaves the main Highway near the northwest corner of Section 15, Township 21 South, Range 4 West of the Willamette Meridian and runs southerly and easterly to Station 47+51 where it intersects the first estimated road. Station 21+00 through Station 23+43 is a cut through a rock outcrop and Station 23+43 to Station 30+00 has such steep side slopes that we have used a full bench road which may result in some additional rock excavation.

We feel that some alinement change could reduce the rock excavation without worsening the grade. Occasional signs of earth slippage appear along this route also. At best this appears to be as difficult a route as the "Potter Bypass" route if not worse.

The estimated quantities, unit prices and resulting costs are listed below:

ITEM:	QUANTITY:	UNIT PRICE:	COST:
1. Logging, clearing and grubbing: Felling, bucking, yarding and decking of all merchantable timber within clearing limits so same can be easily loaded and hauled by Weyerhaeuser Co. Stumps, tops, limbs and brush to be removed from excavation and fill areas and swept into piles along edge of clearing. None of the above to be placed in or near enough to a creek to cause obstruction or undue pollution therein.......................	6.5 Acres	$3,500.00	$ 22,750.00
2. Excavation:			
(a) Regular excavation.....	20,710 cu. yds.	$ 1.65	$ 34,171.50
(b) Rock excavation........	11,280 cu. yds.	$ 5.00	$ 56,400.00
3. 3"-0" crushed rock: 12" deep in place.........	5,460 Tons	$ 6.00	$ 32,760.00
4. Steel culverts in place.....	18"x238 L.F.	$ 14.00xL.F.	$ 3,332.00
	30"x150 L.F.	$ 30.00xL.F.	$ 4,500.00
5. Hydro-mulch................	0.50 Acres	$2,000.00	$ 1,000.00
6. Metal farm gate installed where road enters Weyerhaeuser (per Weyerhaeuser request).............	1	$ 150.00	$ 150.00
7. Construction staking (typical Forest Service Class "C")......	47.5 stations	$ 100.00	$ 4,750.00
TOTAL ITEMS 1 through 7			=$159,813.50

The above unit prices are all based on each item being finished and in place according to current acceptable construction standards.

The fourth estimate will cover the total construction of a proposed road that follows an old existing roadbed (dirt) southeasterly from the end of the proposed "Oregon State Highway Department-Weyerhaeuser South Access Road" to a point on the Weyerhaeuser Co. property line in Section 16, Township 21 South, Range 4 West of the Willamette Meridian at approximate centerline Station 26+07. This route has a maximum grade of 18%+ for about 4 stations and has average ground side slopes of about 20%. The grading and clearing would be for the widening of the old existing grade. There seems to be no signs of earth slippage nor rock excavation on this route.

This estimated quantities, unit prices and resulting costs are listed below:

ITEM:	QUANTITY:	UNIT PRICE:	COST:
1. Logging, clearing and grubbing: Felling, bucking, yarding and decking of all merchantable timber within clearing limits so same can be easily loaded and hauled by Weyerhaeuser Co. Stumps, tops, limbs and brush to be removed from excavation and fill areas and swept into piles along edge of clearing. None of the above to be placed in or near enough to a creek to cause obstruction or undue pollution therein......................	2.5 Acres	$3,000.00	$ 7,500.00
2. Excavation..................	3,000 cu. yds.	$ 1.65	$ 4,950.00
3. 3"-0" crushed rock 12" deep in place..........	2,985 Tons	$ 6.00	$ 17,910.00
4. Steel culverts in place.....	18"x120 L.F.	$ 14.00xL.F.	$ 1,680.00
	48"x100 L.F.	$ 44.00xL.F.	$ 4,400.00
5. Metal farm gate installed where road enters Weyerhaeuser (per Weyerhaeuser request)............	1	$ 150.00	$ 150.00
6. Construction staking (typical Forest Service Class "C")......	26 stations	$ 100.00	$ 2,600.00
		TOTAL ITEMS 1 through 6=	$ 39,190.00

The above unit prices are all based on each item being finished and in place according to current acceptable construction standards.

The fifth estimate is for surfacing of a proposed subgrade to be constructed by Oregon State Highway Department ("Oregon State Highway Department-Weyerhaeuser South Access Road") running northeasterly along the southerly line of the Highway for approximately 36.5 stations to end at point where centerline intersects Road in fourth estimate.

The running surface is to be crushed rock 14 feet wide and one foot(12 inches) deep with 10 foot wide by 60 foot long turnouts at approximate 800 foot intervals.

The estimated quantity, unit price and resulting cost is listed on the next page.

Fifth estimate:

ITEM:	QUANTITY:	UNIT PRICE:	COST:
3"-0" crushed rock.............	4,150 Tons	$ 6.00	$ 24,900.00

The above unit price is based on being finished and in place according to current acceptable construction standards.

NOTE: The last above estimated quantity and cost is less than one submitted November 17, 1977 due to the original being in error because of a station equation not recognized before.

REPORT OF FINDINGS CONCERNING ACCESS FROM FREEWAY TO SERVE WEYERHAEUSER COMPANY LAND:

We traversed the Weyerhaeuser Company land in Sections 15,16 and 21, Township 21 South, Range 4 West of the Willamette Meridian by foot and made a rough study of the access possibilities and possible road systems that might best serve said property compared to the proposed accesses we have made cost estimates for herein.

We find three routes that we feel are relatively easy and would represent less construction problems and cost than some of those proposed. One of these routes is that which is covered by the fourth estimate herein. It would seem to us that this route could be extended from its intersection with the Weyerhaeuser Company property line on southerly along an existing old road within the property which intersects the power line clearing. This road could then follow roughly the route of said power line clearing westerly and easterly to possibly connect with the Ward Butte Road. A system of spur roads could by laid out from this main access road for timber management purposes. The second possibility would be to construct a main road westerly through the Weyerhaeuser Company property approximately along the power line clearing from the Ward Butte Road and construct a series of short spur roads off of this road. The third route would be to reconstruct and improve an existing old dirt road that begins at the old access to the Highway just west of the northeast corner of Section 16 and climbs southerly through Section 16 and 21 to intersect the power line clearing before mentioned. There are two short stretches of the existing grade that are approximately 20% but mostly the grade is less. The steeper stretches could probably be flattened in the course of reconstruction. One or more of these accesses coupled with a spur road system would seem to us to be a more realistic method of serving the property rather than constructing the proposed access roads over either the "Potter Bypass" route or the route covered in our third estimate, both of which traverse extremely difficult and what appears to us to be slide prone areas.

I have included with this report a copy of a portion of the aerial print you furnished me on which I have lined the areas in color which are estimated herein as well as the three alternate routes resulting from our study of the area.

The number and color code I have used on said print are as follows:

(1) "Potter Bypass" colored brown and covered in the first estimate herein.

(2) Our second estimate herein colored yellow.

(3) Our third estimate herein colored blue.

(4) Our fourth estimate herein colored black.

(5) Our fifth estimate herein colored yellow.

6. Ward Butte road colored red.

7. Suggested alternate access and road routes resulting from study colored gree and over (4).

8. Weyerehaeuser Company property lines colored blue.

I am again submitting the above estimates assuming they will be used as a guideline for negotiating a final agreed upon settlement with Weyerhaeuser Company which may differ from that which we have submitted.

I have enclosed a copy of our posting sheet concerning this work and a statement for our services.

Thank you again for giving us the opportunity to be of service to you in this mater.

Sincerely,

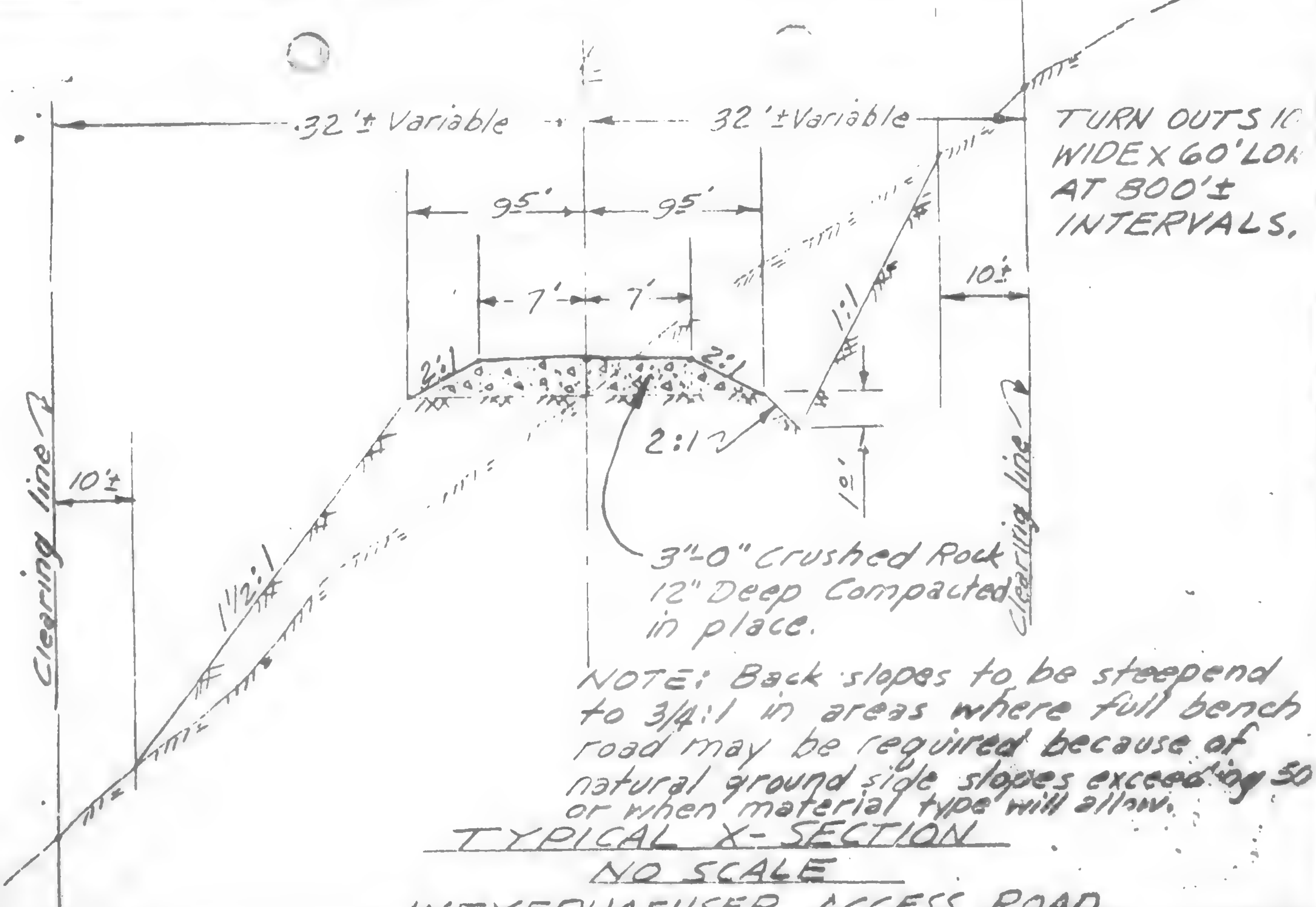
STEPHEN H. FORD, INC.

S. Kendrick Ford

S. Kendrick Ford

SKF:lf

enc.


32'± Variable
32'± Variable
9.5'
9.5'
7'
7'
2:1
2:1
2:1
1:1
1½:1
10'±
10'±
1'
1'
Clearing line
Clearing line

TURN OUTS 10
WIDE x 60' LON
AT 800'±
INTERVALS.

3"-0" Crushed Rock
12" Deep Compacted
in place.

NOTE: Back slopes to be steepend to 3/4:1 in areas where full bench road may be required because of natural ground side slopes exceeding 50, or when material type will allow.

TYPICAL X-SECTION

NO SCALE

WEYERHAEUSER ACCESS ROAD

1627 [illegible]

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 3, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-5-3(97)162
Divide-Anlauf Section
File 49675, Weyerhauser

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

My letter of August 28, 1978, requested that the State place in a nonparticipating status the right of way settlement of $146,200 involving the Weyerhauser Company. Based upon documentation provided by Right of Way Manager J. B. Boyd's letter of October 24, 1978, as well as the engineering estimate provided by Design Engineer Supervisor W. E. Cole dated May 5, 1978, Federal funds will participate in our prorata share of $134,700. The amount of $11,500 must remain in a nonparticipating status. This amount involves errors in the cost to cure estimate which is included in the documentation submitted with Mr. Boyd's letter. Prior to the State's approval of the right of way settlement involving the Weyerhauser Company, my letter of March 23, 1978 brought to your attention that there were discrepancies in the lengths of the frontage roads proposed to serve Weyerhauser's remaining property. On April 19, 1978, the case was settled without resolving the discrepancies in the length of the frontage roads.

G L Green
G. L. Green

CC:
ODOT (J B Boyd)
ODOT (F Lowe)
ODOT (Acctg Sec)

RECEIVED
TECHNICAL SERVICES
NOV 9 '78
REFER TO
FOR

October 24, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: 49675 - Weyerhauser *also*
Divide-Anlauf Section *495[illegible]*
Pacific Highway
Douglas County
Project I-5-3(97)

Pursuant to your letters of March 23, 1978, May 8, 1978 and August 28, 1978 (HRW-OR) we have made a comprehensive study of our appraisal documentation for the acquisition of the subject property.

Attached for your consideration are copies of our appraisals, appraisal review and an analysis by our Appraisal Supervisor.

While we conclude that the overall settlement is justifiable and well within reason, we must admit to inadvertent error in including $11,499 excessive costs to cure in our estimate of just compensation. Proper recognition of this fact would have reduced our review from $146,200 to $134,700.

As pointed out in Mr. Mead's analysis, however, prior negotiations at $131,000 had been unsuccessful. It is most doubtful that negotiations could have been completed at the lesser figure. The settlement at $146,200 is fair and reasonable considering the size and complexity of the taking.

We trust that these submissions will answer the questions posed in your letters and that subject file will be fully eligible for Federal participation.

JBB:ob
Attachments
cc - F. B. Klaboe
E. S. Hunter ✓
M. M. Mead
Frank Lowe

RECEIVED
TECHNICAL SERVICES
OCT 26 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9037

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
October [illegible], 1978

FILE: LOC 17

J H Wilson

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Restricted Clearance
Comstock Road
Martin Cr.-Comstock Sec.

TO: J. H. Versteeg
Head of Engineering

Attention Bill Cole

Virgil Wilson contacted John Gischel of Weyerhaeuser Corp. regarding their plans for logging the property served by the frontage road on the subject project. Weyerhaeuser does not feel that the overhead clearance problem will cause them any inconvenience in the next 2 years as they have no large scale logging plans. I do not feel that we need to spend $118,000 at this time to correct this problem.

We should look into the possibility of a temporary drainage correction for the underpass as this will be the Lawrence's only access and 12" to 18" of water stands there in rainy periods.

jjg/cw

cc Virgil Wilson
D. W. Greene

REFERRED TO

Beard Staudenmeyer
✓ Cole W.E.C. Sample
Erikson Watson
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Bill- Is there any low cost drainage work that can be done?

✓ Versteeg
✓ Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
NOV 02 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

9037

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

October [illegible], 1978

FILE: LOC 17

Alfred Shirley Jr.

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: Martin Creek-Anlauf Section
Pacific Highway

TO: J. H. Versteeg
Head of Engineering

This office has noted that F. B. Klaboe, Chief of Operations, is recommending to the Transportation Commission that a project be funded to construct the frontage roads on the Martin Creek-Anlauf Section of Interstate 5.

It is the recommendation of this office, if that project is funded, that we include some drainage on the existing highway. Approximately 5 years ago concrete median barrier was installed on this section and this has resulted in some undesirable drainage situations where there is a build-up of surface water runoff running across the roadway surface in fairly wide sheets at the superelevation transition locations on some of the curves.

Our experience indicates that hydroplaning is occurring and we are having some accidents at these locations.

In several instances, we have gone in with state forces and corrected this through the installation of catch inlets and culverts. We would propose that this be done in additional locations on the proposed project.

I have discussed this with Tom Lowe, Area Engineer for FHWA, and he can see no objection in view of the fact that this would increase the safety of the section. If you concur, this office will provide the field location data for the proposal.

as/cw

REFERRED TO
___ Beard ___ Steudenmeyer ___
✓ Cole W.E.C. ___ Sample ___
___ Eriksen ___ Watson ___
___ Hager ___ Dorn ___ Leu ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

yes

1 Versteeg V
2 Christensen Dcc
___ George
3 Olson a.d.
___ Terpin
___ Sullivan
___ Scott
___ Anderson

RECEIVED

OCT 10 1978

ENGINEERING SECTION

___ Trout
Do Not File ☐
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Bring Up ___/___/___
Action ___

1037 bc R. A. Burco
L. W. Rulien
D. H. Moehring
H. S. Coulter
J. H. Versteeg
Alfred Shirley, Jr.

C. W. Head
George Bell
V. E. Skoog
E. S. Hunter
J. B. Boyd

ESH:ja FBK:srb

DATE: September 27, 1978

TO: Oregon Transportation Commission

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Frontage Road Construction Approval
Martin Creek-Comstock Section
Interstate 5

The Martin Creek-Comstock Section of Interstate 5 was scheduled for contract June 22, 1978, and following the defeat of the gas tax measure at the May Primary Election, the Commission decided to defer construction. As of this writing, no date has been set for contracting the project.

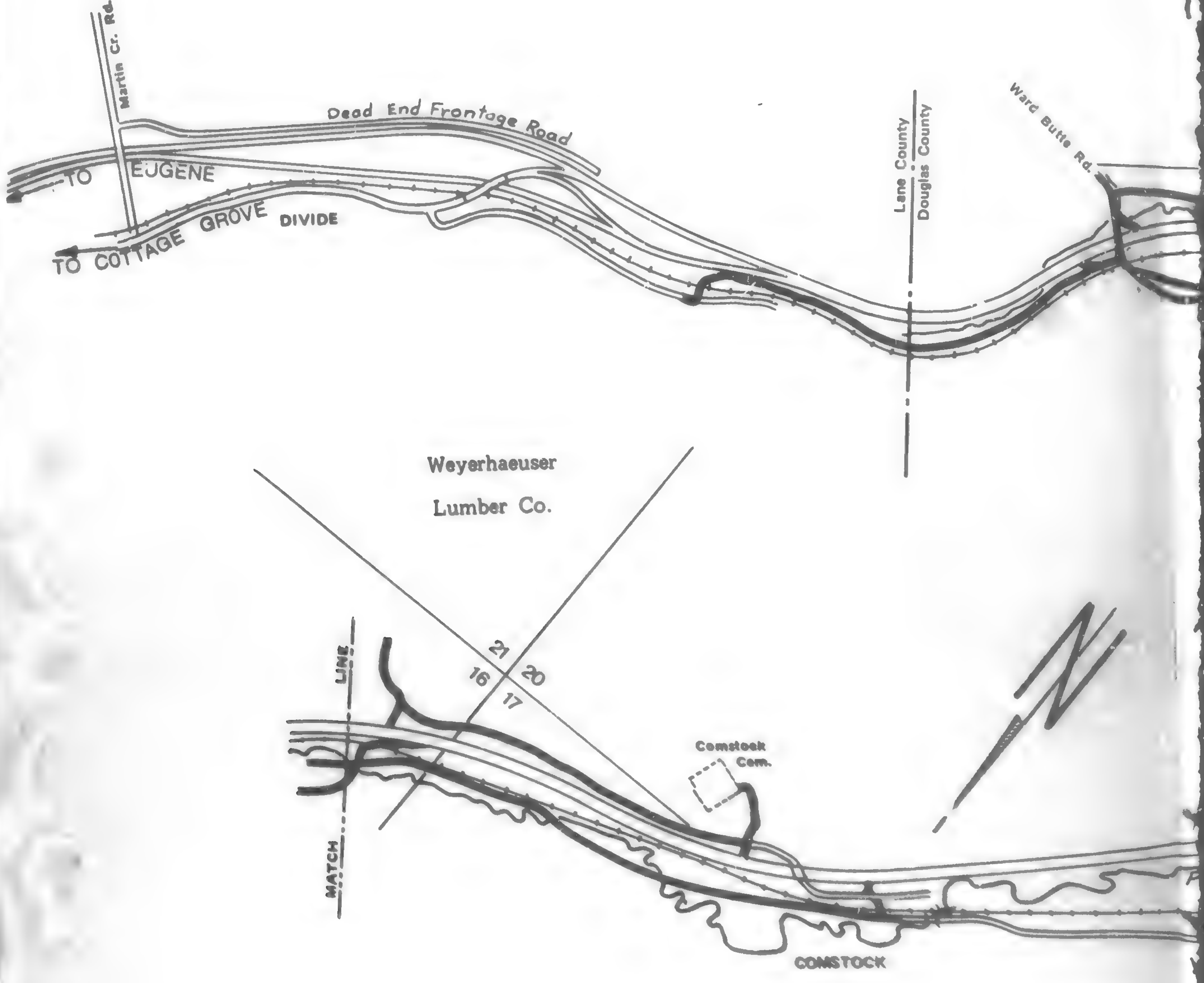
The project required major right-of-way acquisitions from Weyerhaeuser Company and Longview Fibre Company, both of which have major timber holdings adjacent to the project.

As a part of the right-of-way settlement and in consideration of eliminating existing accesses to Interstate 5, the Department is obligated to build certain frontage roads throughout the project. These frontage roads will either connect with an existing interior road system or additional roads to be developed by the timber companies on their own property.

Weyerhaeuser Company has now inquired as to when we expect to provide these frontage roads. The reason for the inquiry is that if Weyerhaeuser or Longview Fibre were to begin logging under the current access situation, they would be building roads to connect to those accesses which, in the future, would not be usable when the Interstate project is constructed. Construction of the required frontage roads now would allow us to close those accesses to I-5 now utilized by the two companies. These access points and several others must eventually be eliminated under federal law. Since sufficient Interstate funds are available, it is appropriate to do the work now.

A project for construction of the frontage roads necessary to provide for the above-described situation is estimated to cost approximately $2,800,000. I recommend that the Commission approve this frontage road project for construction in Fiscal Year 1979, with Federal-Aid Interstate Funds, subject to concurrence of the Federal Highway Administration.

DI

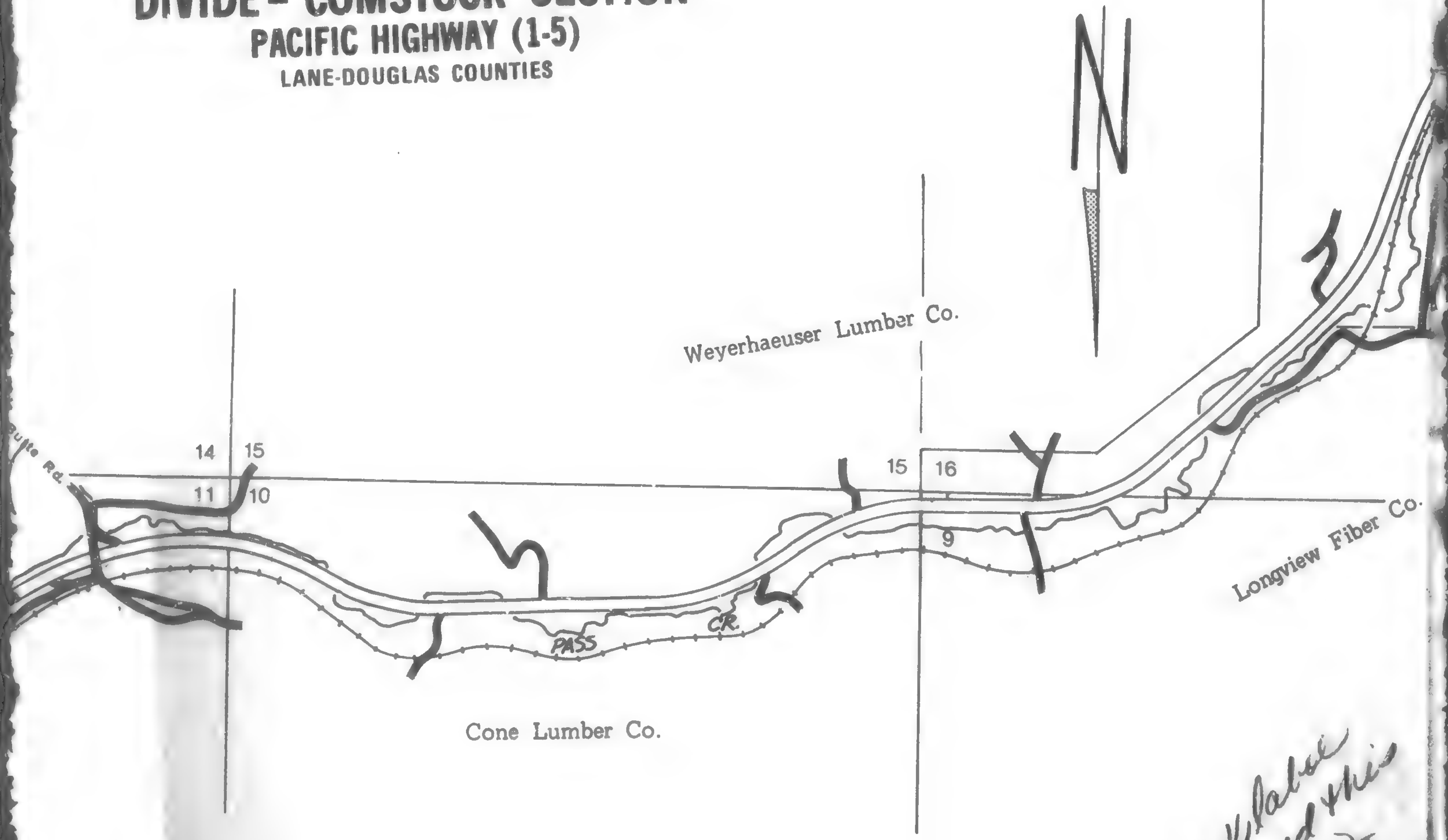

Martin Cr. Rd.
Dead End Frontage Road
TO EUGENE
TO COTTAGE GROVE
DIVIDE
Lane County
Douglas County
Ward Butte Rd.
Weyerhaeuser
Lumber Co.
21
20
16
17
MATCH LINE
Comstock
Cem.
COMSTOCK

OREGON STATE HIGHWAY DIVISION

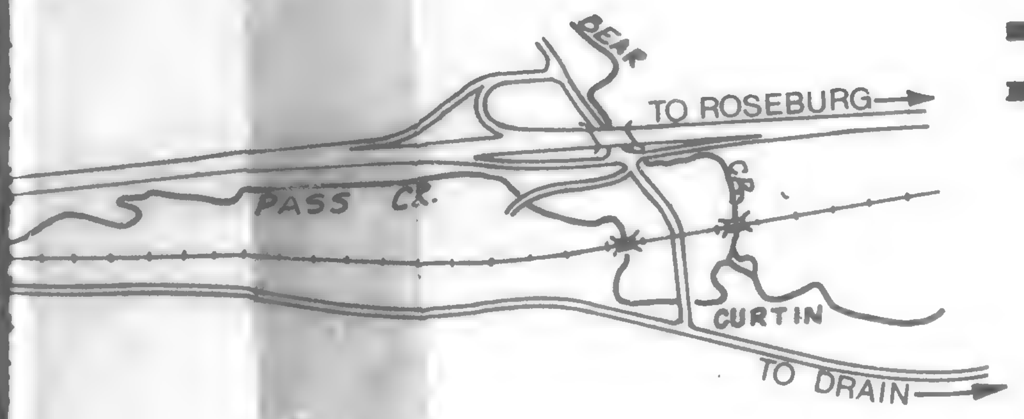
DIVIDE – COMSTOCK SECTION

PACIFIC HIGHWAY (1-5)

LANE-DOUGLAS COUNTIES


N
Weyerhaeuser Lumber Co.
Butte Rd.
14
15
11
10
15
16
9
PASS
CR.
Longview Fiber Co.
Cone Lumber Co.

JB Klabe
showed this
map to
OTC a
10-
Com


BEAR
TO ROSEBURG
PASS CR.
C.B.
CURTIN
TO DRAIN

LEGEND

▬* EXISTING ACCESS ROADS TO BE ELIMINATED.

▬ PROPOSED FRONTAGE ROADS

▬ PROPOSED STRUCTURE

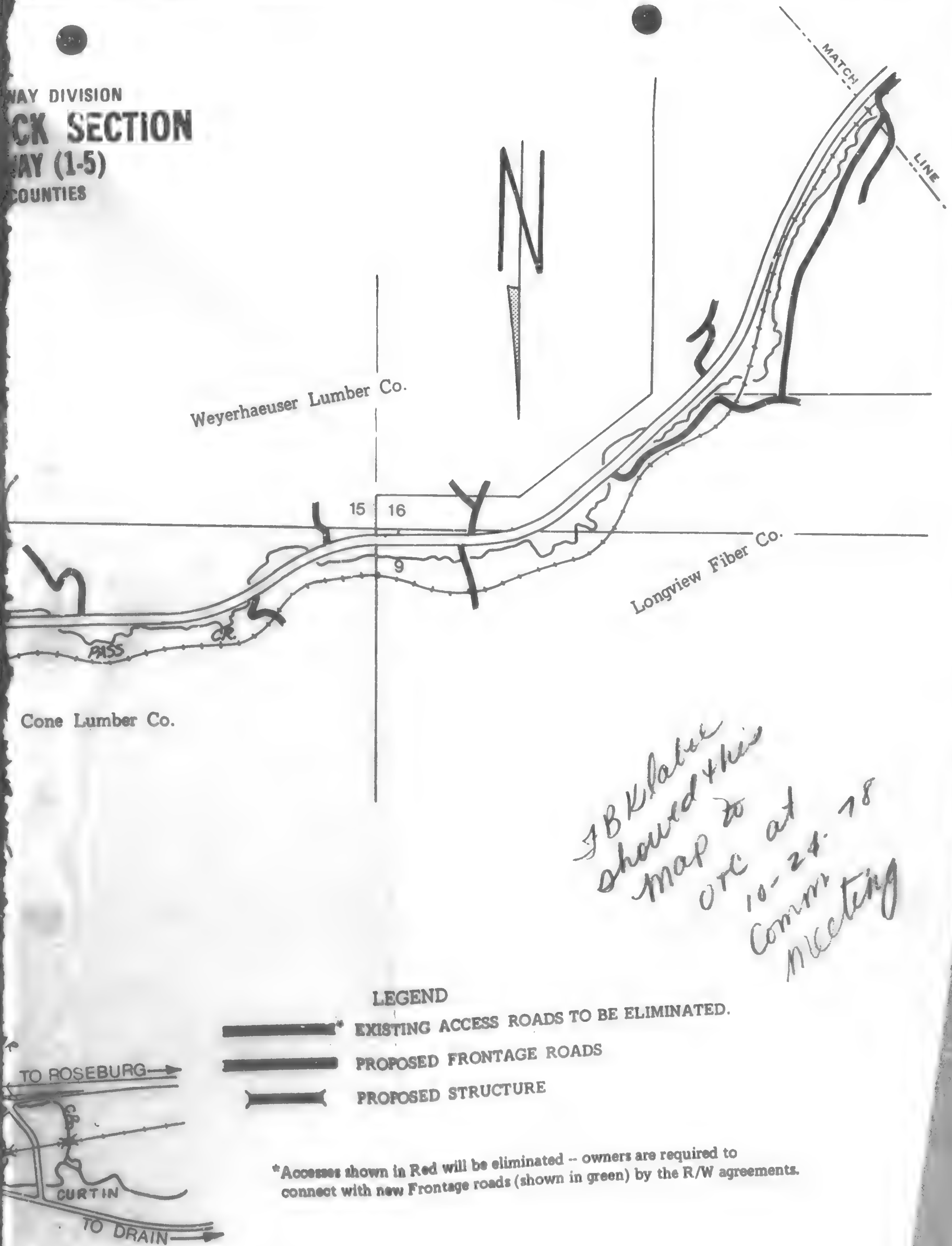
*Accesses shown in Red will be eliminated -- owners are required to connect with new Frontage roads (shown in green) by the R/W agreement

WAY DIVISION

CK SECTION

AY (1-5)

COUNTIES


MATCH LINE
N
Weyerhaeuser Lumber Co.
15
16
9
Longview Fiber Co.
PASS CR.
Cone Lumber Co.
LEGEND
* EXISTING ACCESS ROADS TO BE ELIMINATED.
PROPOSED FRONTAGE ROADS
PROPOSED STRUCTURE
TO ROSEBURG
CURTIN
TO DRAIN

*Accesses shown in Red will be eliminated -- owners are required to connect with new Frontage roads (shown in green) by the R/W agreements.

FB Klaboe showed this map to OTC at 10-24-78 Comm. Meeting

9037

GENERAL FILES

Con 21-2
1 5 3

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: September 22, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-5-3(97)162
Divide-Anlauf Section
File 49579 - Cone

FROM : G. L. Green, Division Administrator

[illegible], file #49675

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

Right of way Manager J. B. Boyd's letter of September 15, 1978, provided additional documentation to support the State's right of way settlement of $109,750 involving the above-mentioned file. Based upon the information provided, Federal funds will participate in our pro rata share of the settlement of $109,750.

G Green

G. L. Green

cc:
J. B. Boyd (ODOT)
Frank Lowe (R/W)
State's Accounting Section

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
SEP 26 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

September 15, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 49579 - Cone
Divide-Anlauf Section
Pacific Highway
Douglas County
Project I-5-3(97)162

Pursuant to your letters of March 23, 1978 and May 8, 1978 (HRW.1-OR), our appraisers and reviewing appraiser have made extensive studies of the subject property and the effect of the State's access taking.

Transmitted herewith are copies of the appraisals, the review appraisal, and an analysis of the overall situation by our Appraisal Supervisor.

We trust that these submissions will answer the questions posed in your letters and that subject file will be fully eligible for Federal participation.

JBB:ob
Encs.
cc - F. B. Klaboe ✓
E. S. Hunter
M. M. Mead
Frank Lowe

RECEIVED
DOT OPERATIONS
SEP 18 '78
REFER TO
FOR
Info | Inves | R/C | D/R | Sign | Act | File

9037

~~ROW 18~~-2

1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 12, 1978

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem, OR 97310

Re: SXF 1009
Crossing No. C-621.29

Dear Mr. Coulter:

Attached is a copy of Order No. 78-645 issued by the Public Utility Commissioner on September 1, 1978, relative to the above-subject matter.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Attachment
cc: C. R. Burghardt, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
Larry Asburry
A. Shirley
R. P. Hamilton
J. L. Sollis
Bob Judson

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
SEP 13 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122 (Rev. 7-77)

RECEIVED
SEP 12 1978
RR & UTILITY UNIT

ORDER NO. 78-645

PUC Crossing No. C-621.29

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1009

In the Matter of the Application of LANE COUNTY for the authority, pursuant to ORS 763.020, to construct a grade crossing of Pacific Highway Frontage Road and Southern Pacific Transportation Company, Siskiyou Main Line, near Divide, Lane County, Oregon.	ORDER

On March 30, 1978, Lane County duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.020, to construct a railroad-highway grade crossing of Pacific Highway Frontage Road and the single main track and right-of-way of Southern Pacific Transportation Company, Siskiyou Line, near Divide, Lane County, Oregon.

Southern Pacific Transportation Company commented on the application and recommended various amendments by letter dated June 13, 1978. Applicant amended its application by letters dated July 24, 1978 and August 10, 1978.

Copies of the application, amendments and responses thereto were duly served on the Southern Pacific Transportation Company, Douglas County, Oregon Department of Land Conservation and Development, Oregon Department of Transportation, Highway Division, and applicant. No objection by any party has been made to the granting of the application as amended.

Applicant proposes to construct a new railroad-highway grade crossing as part of a frontage road project, to be known as Pacific Highway Frontage Road. The proposed road is to be 28 feet in width and consist of a four foot gravel shoulder, two paved 10-foot travel lanes and a four-foot gravel shoulder. The frontage road will employ a reverse "S" curve to cross the railroad track and right-of-way. The protection proposed for the crossing is flashing light signals and automatic gates.

The Oregon Department of Transportation, Highway Division, is engaged in a relocation and improvement project to the Interstate 5 highway. The relocated highway will deny highway access to local residents. The applicant is proposing this frontage road project to continue vehicular access for the local area.

The proposed installation of automatic protective devices will provide necessary warning to motorists and pedestrians of impending railroad movements.

Due consideration has been given to all representations in the amended application. No matters within the scope of ORS 763 are at issue and no hearing will be required.

Based upon the application as amended and the files of the Commissioner, it is found that the crossing is required by the public safety and welfare. A grade separation is not necessary at this location. The application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to construct the crossing as requested is hereby granted upon the condition that physical construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

2. Applicant shall:

   a. Maintain the passive protective devices ordered in paragraphs 3.b. and 3.c. below and bear all the cost thereof; and

   b. Maintain that portion of the crossing lying outside lines drawn two feet outside each rail at the crossing, and bear all the costs thereof.

3. The Oregon Department of Transportation, Highway Division, shall:

   a. Construct that portion of the crossing lying outside lines drawn two feet outside each rail to accommodate a roadway 28 feet in width consisting of a four foot gravel shoulder, two paved ten foot travel lanes and a four foot gravel shoulder, and bear all the cost thereof;

b. Furnish and install rural-type guardrail on each approach to the grade crossing, and bear all the costs thereof;

c. Furnish and install one standard advance warning sign, and one reflectorized advance warning pavement marking, at appropriate locations, on each approach to the crossing, and bear all the costs thereof;

d. Bear all the cost of furnishing and installing the automatic signalization ordered in paragraph 4.b. below; and

e. Bear all the cost of constructing that portion of the crossing lying between lines drawn two feet outside of each rail.

4. Southern Pacific Transportation Company shall:

a. Construct that portion of the crossing lying between lines drawn two feet outside each rail to accommodate a roadway 28 feet in width;

b. Subject to reimbursement, furnish and install two Commissioner's Standard No. 2 flashing light signals, equipped with gongs and augmented with two Commissioner's Standard No. 4 automatic gates, activated by motion sensors with wrap-around circuits, at appropriate locations to accommodate a roadway 28 feet in width; and

c. Maintain the automatic signalization and circuitry ordered herein, and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the costs thereof.

5. Each party will notify the Commissioner upon completion of its portion of the project.

Made, entered and effective September 1, 1978.

Charles Davis

CHARLES DAVIS
Public Utility Commissioner

kls

~~ROW 18-2~~

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 18, 1978

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem, Oregon 97310

SXF 1009
Crossing No. C-621.29

Dear Mr. Campbell:

In the matter of the application of Lane County for the authority, pursuant to ORS 763.020, to construct a grade crossing of Pacific Highway Frontage Road and Southern Pacific Transportation Company, Siskiyou Main Line, near Divide, Lane County, Oregon.

George Price, Lane County Engineer, in his August 10 letter requested that the subject application be amended to show that the finished roadway at the crossing would consist of two ten-foot wide lanes with four-foot wide shoulders on each side.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with this amendment.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:klw
cc: H. S. Coulter ✓
C. T. Keasey
Alfred Shirley
J. L. Sollis
D. Christensen

RECEIVED
STATE HWY ENGR
AUG 22 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122 (Rev 7-77)

90-7

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 29, 1978

Mr. J. W. Gischel, Jr.
Land Use Supervisor
Weyerhaeuser Company
P.O. Box 275
Springfield, Oregon 97477

RE: Divide-Anlauf Access Roads
File No. 49675

Dear Jack:

We are certainly sorry that the Oregon State Highway Department was unable to build the Divide-Anlauf Section of the Pacific Highway.

In response to your letter of August 8, we are seriously considering the possible construction of the access roads which service the Weyerhaeuser Company. We should have a decision within the next three weeks that will answer your questions and hopefully remove the negative factors which you note in your letter.

Thank you for your patience in this matter.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jk

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
Bud Shirley
Virgil Wilson

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
AUG 30 '78
REFER TO
FOR

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

RECEIVED
AUG 10 1978
ROSEBURG R/W

Weyerhaeuser Company

P.O. Box 275
Springfield, Oregon 97477
A/C 503 • 746-2511

BW
8.22

August 8, 1978

RECEIVED

Virgil Wilson
Right-of-Way Supervisor
Oregon State Highway Division
1058 West Harvard Blvd.
Roseburg, Oregon 97470

Reference: Divide-Anlauf Access Roads, File No. 49675

Dear Virgil:

The Oregon State Highway Department's decision not to build the Divide-Anlauf section of Pacific Highway has placed Weyerhaeuser Company in a difficult position. We are now faced with the choice of waiting until the frontage road systems are constructed at some indefinite time in the future or activitating the old access points and constructing temporary roads into our land.

In addition to the cost and time factor involved in temporary road construction, the accessing of log trucks on and off the Divide-Anlauf section of the highway will greatly increase the accident risk to the public.

Weyerhaeuser Company requests that the Oregon State Highway Department consider building the frontage roads as soon as possible. This will allow Weyerhaeuser to construct the road extensions as planned and eliminate a potential danger on an already high risk section of highway. Please let me know the direction the Oregon State Highway Department intends to take.

Sincerely yours,

Jack

J. W. Gischel, Jr.
Land Use Supervisor

8-14-78

JWG:bt

cc: E. M. Baker
F. O. Williams

Hunter: Can we stage const. the frontage roads and the interchange structure to eliminate the access problem.

Jess

Form FHWA 121 (Rev. 5-73) 9037

CON 31-2
I-5, 1
J.P.

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: August 28, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-5-3(97)162
Divide - Anlauf Section
File No. 49675, Weyerhauser Co.
File No. 49579, Cone

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager, Technical Services
Oregon Department of Transportation
Salem, Oregon

Attached are letters concerning additional justification needed for the appraisal background concerning Right of Way settlements on the above files. We have not received answers to these letters. Therefore, place the following amounts in a nonparticipating status for Federal-aid purposes:

File 49675	$146,200.
File 49579	$109,750.

Upon receipt of the requested documentation, we will be happy to review our position and, if justified, restore the amount to Federal-aid participation.

G L Green
G. L. Green

Attachments

cc:
Right of Way Mgr. Boyd (ODOT)
Frank Lowe, R/W
Acctg.

RECEIVED
TECHNICAL SERVICES
AUG 31 '78
REFER TO
Boyd
FOR

Info	Immed	R/D	D/R	Sign	Act	File

Where is the documentation?

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: March 23, 1978

In reply refer to: HRW.1-OR

SUBJECT: Oregon Project I-5-3(97)162
Divide-Anlauf
Appraisals - File No. 49579, Cone

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

There is no physical taking from this property but some damages do occur because direct access to the highway will be eliminated when this section is brought up to full Interstate highway standards. To cure these damages it is assumed the owner will have to construct a system of interior roads to connect to a frontage road which will be built to the property line. The cost to build these roads is estimated at $109,000 which is also the amount of the review appraisal.

The appraisals, as prepared, merely reflect the value of the bare timber land and say nothing about the damages which will result if the roads are not built. In order for them to be a useful device in determining just compensation for the loss of access, they should contain some analysis of the nature, cause and amount of damages. This figure may then be compared against the estimated cost of road construction.

Please have the appraisals revised to show the damages resulting if the roads are not built.

G. L. Green

cc:
M. Mead, R/W

Settled $109,750
5-5-78

C ON 21 2
5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: May 8, 1978

In reply refer to: HRW.1-OR

SUBJECT: Oregon Project I-5-3(97)162
Divide-Anlauf
Appraisals - File No. 49675, Weyerhauser

FROM : G. L. Green, Division Administrator

[illegible]
S. HUNTER

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation

Attached is a copy of our March 23 memorandum wherein we requested additional information concerning construction of frontage roads to the property and internal roads on the property and the damages which would occur if they are not constructed.

We understand the case has been settled for the reviewed amount of $146,200 which includes $79,330 for construction of frontage and interior roads. Until the questions posed in our March 23 memorandum are satisfactorily resolved, the $79,330 should be placed in a non-participating status.

G. Matthe for
G. L. Green

cc:
J. B. Boyd w/att.
M. Mead, w/att.
F. Lowe
Acctg. (Highway)

RECEIVED
TECHNICAL SERVICES
MAY 10 '78
REFER TO
FOR

Info	Mtg	R/D	D/R	Sign	Act	File

Con [illegible]
I [illegible]

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: March 23, 1978

In reply refer to: HRW.1-OR

NOTED
E. S. HUNTER

SUBJECT: Oregon Project I-5-3(97)162
Divide-Anlauf
Appraisals - File No. 49675, Weyerhauser

[illegible] Gen. File

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

RECEIVED
TECHNICAL SERVICES
MAR 27 '78
REFER TO
Boyd
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

Appraisals on this property were for the purpose of estimating the value of a 34.2 acre acquisition. In addition to the physical portion to be acquired, direct access to the highway will be eliminated thereby resulting in some damages.

In order to cure these damages a system of frontage roads has been devised to access the remainder. A road approximately 1300' long will provide access to the easterly portion and a road approximately 3150' long will provide access to the westerly portion. The State will grade these roads and the owners will rock surface them. In addition, the owners will have to construct approximately 2600' of road on their own property.

The estimate for providing rock surfacing on the State provided frontage roads and the construction of the road on the owner's property is $79,330. No mention is made in the estimate of the State's cost to grade the two roads. We think this should be included in the cost of providng access which would make the cost to cure even greater.

The Stephen H. Ford, Inc. estimate was selected as reflecting construction costs of the various roads; however, they figure the easterly frontage road is 2200' long and the westerly frontage 3650' long. The plans were received show them to be approximately 1300' long and 3150' long, respectively. These discrepancies should be resolved. Because of these difficulties, the estimated 2600' length of road the owners will build on their own property should be verified.

Nowhere in the material we reviewed could we find an estimate of the damages which would occur if access was not re-established. The appraisers should provide an estimate of these damages and why they will occur in order that they may be compared against the cost to cure damages.

3-23-78

Please have your appraisers provide their estimates of damages to the remaining property. Also, please have the construction cost estimates revised to reflect the actual lengths of the frontage roads. The State's cost of grading these roads should be included in the estimate.

C Mathews for
G. L. Green

cc:
J. B. Boyd, R/W Mgr.
M. Mead, R/W

Con 21-2
I 5 3
Sp

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: May 8, 1978

In reply refer to: HRW.1-OR

SUBJECT: Oregon Project I-5-3(97)62
Divide-Anlauf
Appraisals
File No. 49579, Cone

FROM : G. L. Green, Division Administrator

NOTED
S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br.
Oregon Department of Transportation

Attached is a copy of our March 23 memorandum wherein we requested additional appraisal information concerning damages which would occur if a system of proposed interior roads on the property are not constructed.

The case has been settled for $109,750 which is the estimated amount of road construction. Until the questions posed in our memorandum are satisfactorily resolved, the $109,750 should be placed in a non-participating status.

G. L. Green

cc:
J. B. Boyd w/att.
H. Mead, w/att.
F. Lowe
Acctg. (Highway)

RECEIVED
TECHNICAL SERVICES
MAY 10 78
REFER TO
FOR

Info	Immed	R/D	O/B	[illegible]	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: March 23, 1978

In reply refer to: HRW.1-OR

SUBJECT: Oregon Project I-5-3(97)162
Divide-Anlauf
Appraisals - File No. 49579, Cone

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

There is no physical taking from this property but some damages do occur because direct access to the highway will be eliminated when this section is brought up to full Interstate highway standards. To cure these damages it is assumed the owner will have to construct a system of interior roads to connect to a frontage road which will be built to the property line. The cost to build these roads is estimated at $109,000 which is also the amount of the review appraisal.

The appraisals, as prepared, merely reflect the value of the bare timber land and say nothing about the damages which will result if the roads are not built. In order for them to be a useful device in determining just compensation for the loss of access, they should contain some analysis of the nature, cause and amount of damages. This figure may then be compared against the estimated cost of road construction.

Please have the appraisals revised to show the damages resulting if the roads are not built.

G. L. Green

CC:
M. Mead, R/W

9037

CON 21-2
~~ROW 18-2~~
I-5, A.
[illegible] Or-
Con-Yorkin
X/P.1

ROBERT W. STRAUB

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 26, 1978

SXF 1014
Crossing No. C-617.17

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem OR 97310

Dear Mr. Coulter:

Attached is a copy of Order No. 78-523 issued by the Public Utility Commissioner on July 20, 1978, relative to the above-subject matter.

Cordially,

RDTrygstad
Roger D. Trygstad
Railroad & Utility Engineer

RDT:dbe
att.
cc: C. R. Burghart, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
Alfred Shirley (2)
J. C. McCormick
R. P. Hamilton
J. L. Sollis
Bob Judson

RECEIVED
STATE HWY ENGR
JUL 27 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

ORDER NO. 78-523

PUC Crossing No. C-617.17

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1014

In the Matter of the Application of)
DOUGLAS COUNTY for the authority,)
pursuant to ORS 763.020, to con-)
struct a grade crossing of Pacific) ORDER
Highway Frontage Road and Southern)
Pacific Transportation Company,)
Siskiyou Line, near Comstock,)
Douglas County, Oregon.)

On April 27, 1978, Douglas County duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.020, to construct a railroad-highway grade crossing of Pacific Highway Frontage Road, and the single main track and right-of-way of Southern Pacific Transportation Company, Siskiyou Line, near Comstock, Douglas County, Oregon.

By letter dated June 13, 1978, Southern Pacific Transportation Company commented on the application and suggested some corrections. By letter dated June 26, 1978, applicant amended its application.

Copies of the application, and responses thereto, were duly served upon Southern Pacific Transportation Company, Oregon Department of Transportation, Highway Division, and applicant. No objection by any party has been made to the granting of the application.

At the proposed railroad-highway grade crossing, Pacific Highway Frontage Road will be a two-way facility, with the northerly approach alignment tangent in a southeast direction and the southerly approach alignment curved in a southeast to northeast direction. The gradient, going toward the crossing on the northerly approach, will be a positive 0.13 percent. The gradient, going toward the crossing on the southerly approach will be a negative 0.13 percent. The roadway will consist of two ten-foot travel lanes. The maximum speed of trains at the proposed grade crossing is 30 m.p.h. by railroad rule.

A projected construction project on U.S. I-5 will cause local property owners to lose vehicle access to their property. In order to provide vehicle access to local property owners, the Oregon Department of Transportation, Highway Division, has decided to construct Pacific Highway Frontage Road. This road will cross the single main line track of Southern Pacific's Siskiyou Line at grade. A separated crossing at this location is not economically sound.

Applicant proposes to install two flashing light signals, supplemented with two automatic gates, said signalization to accommodate a roadway width of 28 feet. Additionally, applicant proposes to install one advance warning sign, one advance warning pavement marking, and one stop line on each side of the crossing.

The proposed installation of automatic protective devices will provide necessary warning to motorists and pedestrians of impending railroad movements.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the crossing is required by the public convenience and necessity. A grade separation is not necessary at this location. The application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

1. The authority to construct a crossing as requested herein is hereby granted, upon the condition that physical construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

2. The Oregon State Department of Transportation, Highway Division, shall:

   a. Bear 100 percent of the cost of furnishing and installing the automatic signalization ordered in paragraph 3a herein;

   b. Furnish and install rural-type guardrail on each side of the proposed grade crossing adjacent to the signals in compliance with Oregon State Department of Transportation, Highway Division, drawing No. 2115, and bear all the cost thereof; and

   c. Furnish and install one standard advance warning sign and advance warning pavement markings on each side of the proposed grade crossing, and bear all the cost thereof.

3. Southern Pacific Transportation Company shall:

   a. Subject to reimbursement as provided herein, furnish and install two Standard No. 2 flashing light signals and two Standard No. 4 automatic gates, in appropriate locations to accommodate a roadway 28 feet in width, and to be actuated by a motion sensor with wrap-around circuit.

   b. Maintain the automatic signalization and bear all the costs thereof; and

   c. Maintain that part of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

4. Douglas County shall

   a. Bear all the cost of maintaining the passive protective devices ordered in paragraphs 2b and 2c above; and

   b. Maintain that part of the crossing lying outside lines drawn two feet outside each rail at the crossing, and bear all the costs thereof.

5. Each party shall notify the Commissioner upon completion of its portion of the project.

Made, entered and effective July 20, 1978.

Charles Davis
CHARLES DAVIS
Public Utility Commissioner

ah

1027

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

July 12, 1978

Salem, OR 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Manager

BUILDING

SUBJECT: Agreements
Martin Creek-Anlauf
Pacific Highway
Lane & Douglas Counties
R/W File 49800
ODOT Agreement No. RR-931

Attached for your review and signature are the following agreements pertaining to the Martin-Creek-Anlauf project:

1. Quitclaim deed from State to SPTC regarding indenture dated November 4, 1955 (Railroad Milepost 621.7).
2. Quitclaim deed from State to SPTC regarding indenture dated June 13, 1952 (Railroad Milepost 615.35).
3. Easement to State from SPTC required for structure (Railroad Milepost 621.78).
4. Grade Crossing easement to State from SPTC covering Hawley Creek Crossing (Railroad Milepost 622.2).
5. Easement to State from SPTC required for structure (Railroad Milepost 614.94).

If you find these agreements satisfactory, please sign them and return them to me for transmission to SPTC.

RDT:dbe
attc.
cc: ✓C. W. Head

RECEIVED
JUL 13 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1037

ROW 18-2 1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 10, 1978 [illegible]

SXF 1016
Crossing No. C-622.20

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem OR 97310

Dear Mr. Coulter:

Attached is a copy of Order No. 78-495 issued by the Public Utility Commissioner on June 30, 1978, relative to the above-subject matter.

Cordially,

RD Trygstad
Roger D. Trygstad
Railroad & Utility Engineer

RDT:dbe
attc.
cc: C. R. Burghart-FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
Alfred Shirley (2)
Larry Asburry
R. P. Hamilton
J. L. Sollis
Bob Judson

RECEIVED
STATE HWY ENGR
JUL 10 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S.COULTER

Form 81-734-3122 (Rev. 7-77)

ORDER NO. 78-495

Crossing No. C-622.2
DOT-AAR Crossing No. 756376J

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1016

In the Matter of the Application of STATE OF OREGON, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION for the authority, pursuant to ORS 763.030, to alter a grade crossing of Hawley Creek Road and the tracks and right-of-way of Southern Pacific Transportation Company, Siskiyou Line, near Divide, Lane County, Oregon, by installing or modifying signal devices.	ORDER

On April 28, 1978, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter a railroad-highway grade crossing of Hawley Creek Road, a highway under its jurisdiction, and the main track, siding track and right-of-way of Southern Pacific Transportation Company, Siskiyou Line, near Divide, Lane County, Oregon.

Copies of the application and responses thereto were duly served upon Southern Pacific Transportation Company, Lane County, and applicant. No objection by any party has been made to the granting of the application.

At the grade crossing, Hawley Creek Road is a two-way facility, running north-south. The northerly approach has a zero percent gradient and the southerly approach has a four percent gradient. The roadway consists of two travel lanes twelve-feet wide and two four-foot shoulders. The maximum speed of trains at the crossing will be 30 miles per hour by the railroad's own rule. At the railroad-highway grade crossing, Hawley Creek Road is a two-way street with the southerly approach alignment tangent running northerly towards the crossing and the northerly approach originating in a (T) 100 feet from the crossing and running in a tangent, southerly direction toward the crossing.

A construction project on US I-5 has caused local property owners to lose vehicle access to the freeway. Because all other local access roads to the freeway have been closed due to the new construction, the average daily traffic volume over the crossing will increase from its present volume of 125 vehicles to 1750 vehicles during the construction period. This volume is expected to be 200 vehicles five years after completion of the project. A separated crossing at this location is economically unsound.

Applicant proposes to install one flashing light signal, supplemented with one automatic gate, on each side of the crossing to provide necessary protection for vehicles using Hawley Creek Road as the only temporary access to US I-5, and for local traffic on Hawley Creek Road after completion of the freeway construction. Applicant proposes to maintain present protection consisting of one advance warning sign on each approach to the crossing.

The proposed installation of automatic protective devices will provide necessary warning to motorists and pedestrians of impending railroad movements.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are at issue and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED THAT:

1. The authority to alter the crossing as requested herein is hereby granted, upon condition that the physical alteration of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

2. Applicant shall:

a. Bear 100 percent of the cost of installing the automatic signalization and passive protective devices ordered herein;

b. Maintain the urban-type guard rail and advance warning sign ordered herein, and bear 100 percent of the cost thereof; and

c. Maintain that part of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

3. Southern Pacific Transportation Company shall:

a. Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2 flashing light signals, equipped with gongs, and augmented with two Commissioner's Standard No. 4 automatic gate signals at appropriate locations to accommodate a roadway 32 feet in width and activated by two grade crossing predictor units on each side of the crossing;

b. Maintain the automatic signalization ordered herein, and bear all the cost thereof; and

c. Maintain that part of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

4. Each party shall notify the Commissioner upon completion of its portion of the project.

Made, entered and effective June 30, 1978.

Charles Davis

CHARLES DAVIS
Public Utility Commissioner

9037

STATE OF OREGON

INTEROFFICE MEMO 1-5

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

DATE: July 7, 1978

TO: L. E. George
Traffic Engineer Supervisor

Glen L Clark

FROM: Glen L. Clark
Investigations Engineer

SUBJECT: "Before" and "After" Study
Pacific Highway
Divide-Comstock Section
I-5, Highway No. 1, MP 164.45 to MP 168.17

On November 27, 1974, the installation of a G.M. Type concrete median barrier on the subject section of I-5 was completed. More recently, a contract to bring this four-lane section up to interstate standards was pulled from the letting schedule due to fiscal considerations.

Mr. Glenn K. Hossner, FHWA, telephoned this office and requested a "Before" and "After" study of fatal accidents. Attached are the results of that study.

As can be seen, the study period is three years eight months in both the "Before" and "After" periods. There were four fatal accidents (four killed, six injured) in the "Before" period and two fatal accidents (two killed, two injured) in the "After" period.

The discouraging aspect of this study is that there were only 34 accidents before and 53 accidents after the barrier installation. Eighteen of the "After" accidents involved striking the PCC Median Barrier.

Such accidents may have resulted in fatalities if the barrier had not existed. The increase in accidents in the "After" period can be attributed in part to increased traffic volume, increased logging activity in the Ward Butte Road area, and the installation of the barrier.

There seems to be two concentrations of accidents in the "After" collision diagram that might warrant Mr. Osborn's attention. By a copy of this letter, the Region and FHWA are being advised of the findings of the study.

GLC/ds
Attachments

cc Alfred Shirley, Jr.

✓ Versteeg ✓
Christensen
George
Olsen
Turpin
Sullivan
Scott
Anderson

RECEIVED
DEC 2[illegible] 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

81-125-1387

For Glen Clark

Target: Try for completion by mid week, week of June 26.

The GM Rail Section of I-5, Divide-Comstock section. M.P. 164.45 - M.P. 168.17.

Glen wants us to provide a "Before" & "After" accident listing

The "After" period is from ~~11-27-74~~ 8-1-74 to date and the "Before" period is the same period of time preceding ~~11/24/74~~ 8-1-74.

(The FHWA asked for this info)

Glen indicated 17 fatalities since 1961, however we'll only go back to about mid 1971

6/23/78

We've probably put something together for this area in past, either a directional listing or a CD. CJV

J 6-26-78

Ja
6/30/78

OREGON STATE HIGHWAY DI[illegible]ON
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ______ County Douglas-Lane
Intersection of Pacific H[illegible]y and MP. 164.45 - MP 162.17
Highway Number 1 (I 5)
Period Covered 8-1-74 - 3-31-78
Compiled by ______ Drawn by ______ Date 6-30-78

"After"

LEGEND

- ● Person Killed
- ←----- Pedestrian Killed
- ○ Person Injured
- ⇠----- Pedestrian Injured
- ←—— Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

Fatals:

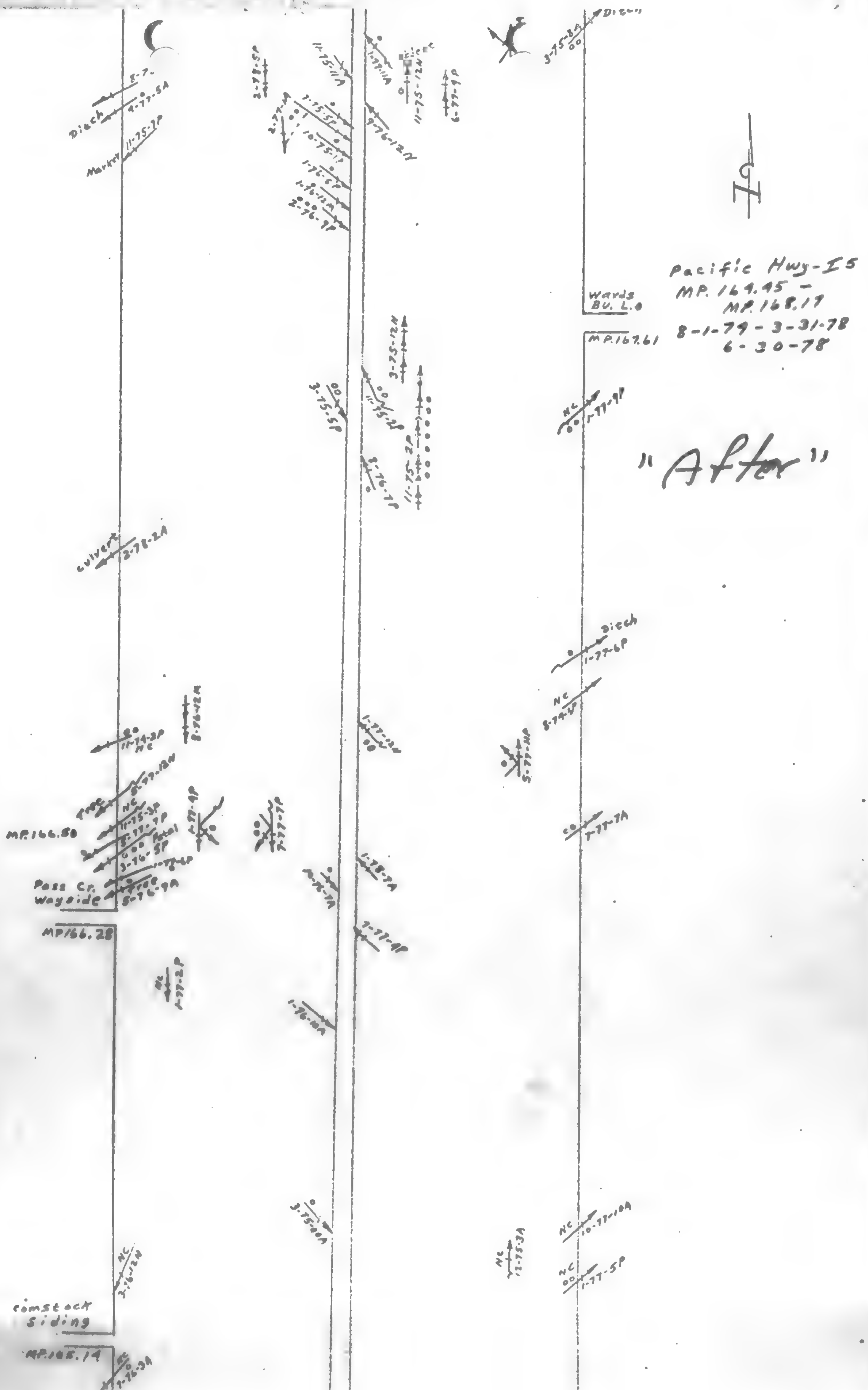
3-3-75 F.O.
2:30 AM MP. 164.69
1-K cldy - Dry - Dark
Sbd. car ran off road
struck ditch

3-22-76 N.C.
4:45 PM MP. 166.48
1-K 2 Inj. Rain - Wet - Day
sbd. Pickup - skid -,
ran off road - overturned

- ←----- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	5-Mos 1974-1975				1976				1977				3 Mos. 1978				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		2		2			1	1			1	1			1	1		2	3	5
Sideswipe										3	1	4						3	1	4
Turning Movement																				
Parking																				
Non-collision			5	5	1	2	1	4		4	2	6					1	6	8	15
Fixed Object	1	7	2	10		6	2	8		7	2	9			2	2	1	20	8	29
Pedestrian																				
Backing																				
Misc.																				
TOTAL	1	9	7	17	1	8	4	13		14	6	20			3	3	2	31	20	53

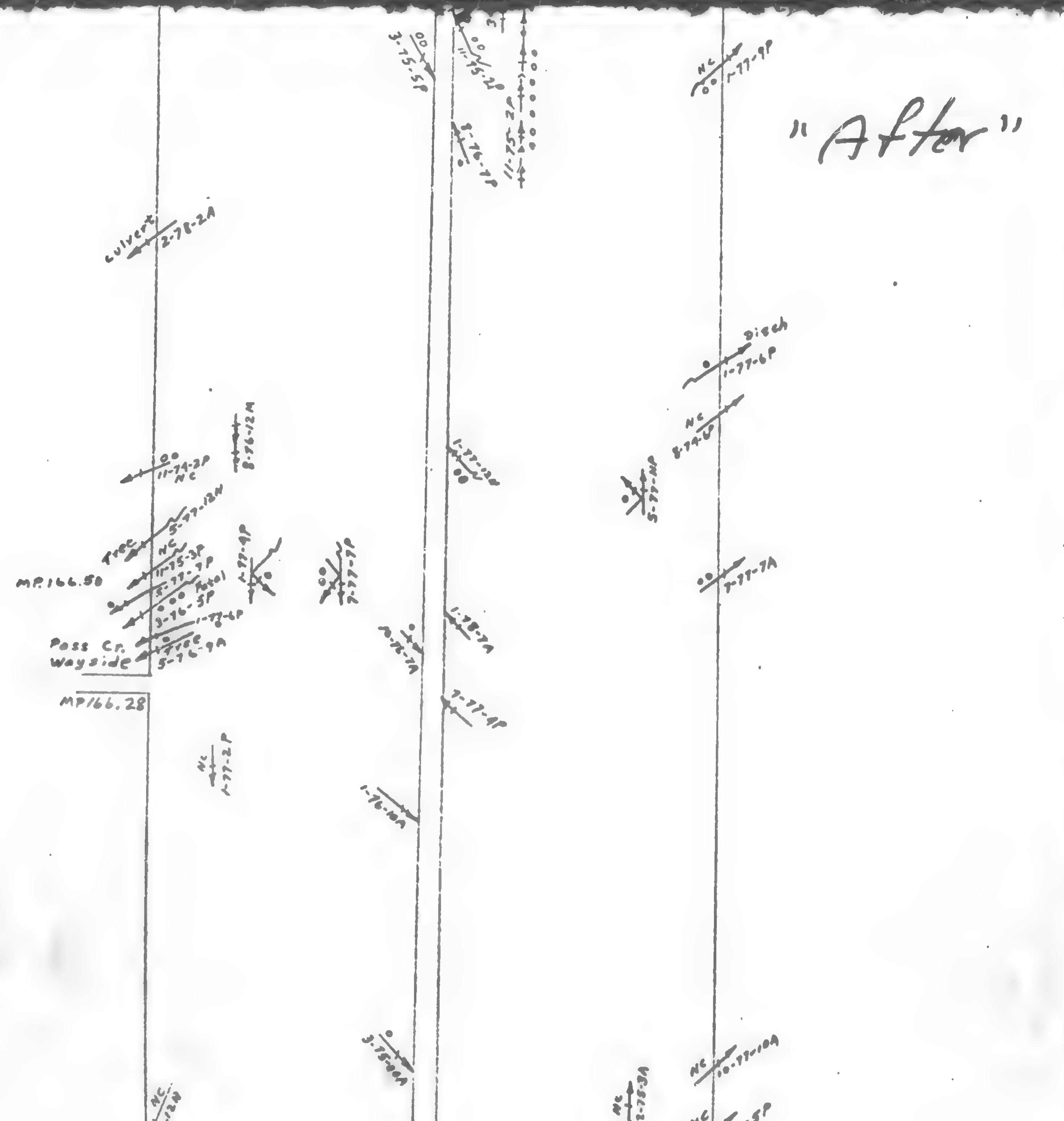
Form E-261-6-70


Diach
Market 11-75-9P
4-77-5A
Culvert 3-78-2A
MP.166.80
Pass Cr.
Wayside
MP166.28
Comstock
Siding
MP.165.14
Wards
BU. L.O
MP.167.61
NC
Diech
1-77-6P
NC 8-74-9
1-77-7A
NC 10-77-10A
NC 1-77-5P
NC 12-75-3A
3-75-12N
3-75-5P
11-75-2P
5-76-7P
11-75-2A
3-75-10A
1-76-10A
7-77-4P
1-78-7A
4-77-2P
NC 3-76-12N
1-76-3A
NC 3-76-11P
3-75-3A

Pacific Hwy-I5
MP. 169.45 –
MP. 168.17
8-1-79 – 3-31-78
6-30-78

"After"

"After"


3-75-5P
11-75-2P
3
11-75-2P
3-76-7P
NC 1-77-9P
culvert 2-78-2A
Ditch 1-77-6P
NC 8-74-6P
8-76-12M
00 11-74-3P NC
1-77-12M
5-77-11P
Tree 5-77-12M
NC 11-75-3P
MP.166.50
5-77-9P
Fatal
3-76-5P
1-77-9P
7-77-7P
7-77-7A
1-77-6P
Pass Cr. Wayside
Tree 5-76-9A
10-76-7A
1-78-7A
MP166.28
7-77-4P
NC 1-77-2P
1-76-10A
3-75-10A
NC 10-77-10A
NC 12-75-3A
NC 1-77-5P
NC 3-76-12N
Comstock Siding
MP.165.14
NC 9-76-3A
NC 3-76-11P
Tree 6-77-9A
Ditch Fatal 3-75-3A
Conn #1
MP.164.59
MP.16.45

Day- 35
Nite- 18
Total- 53

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ______ County Douglas - Lane
Intersection of Pacific Hwy and M.P. 164.15 -
Highway Number 1 I5 M.P. 168.17
Period Covered 1-1-71 7-31-74
Compiled by LE Drawn by ______ Date 6-30-78

"Before"

LEGEND

● Person Killed
←----- Pedestrian Killed
○ Person Injured
◁----- Pedestrian Injured
←—— Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe

Fatals:

H.O
7-16-72 MP. 164.70
1:30PM Clr-Dry-Day
1K 3-Inj.
Sbd. car crossed line
struck Nbd. car

S.S.M.
9-2-72 MP. 167.91
2:40 PM Clr-Dry-Day
1-K 1-Inj.
Nbd. car crossed line
struck Sbd. car & trailer,
forced into Sbd truck

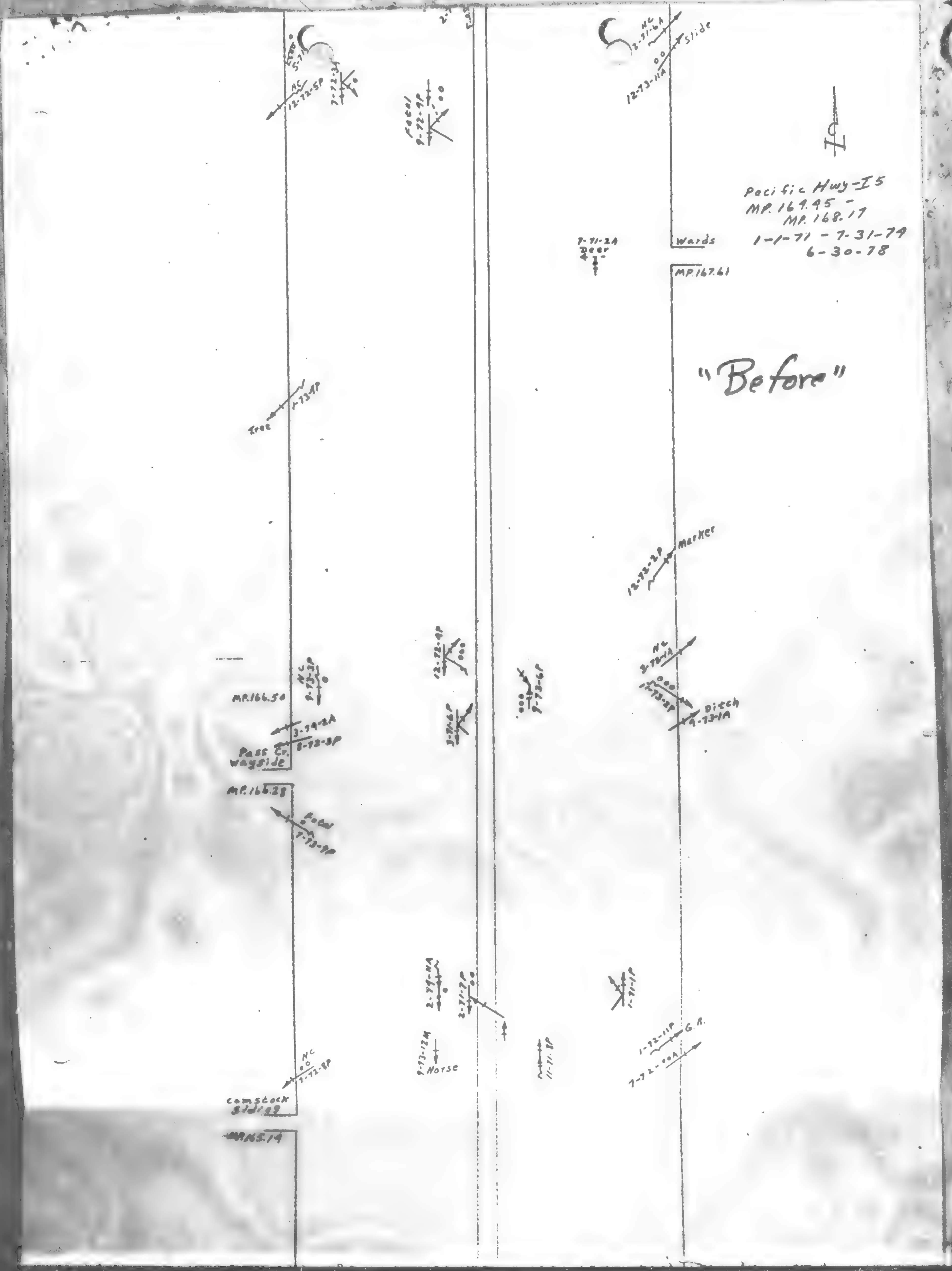
N.C.
7-19-73 MP. 166.29
8:33 PM Clr-Dry-Day
1-K
Nbd car - skid - avoiding,
ran off road

H.O.
3-13-74 MP. 164.90
7:10 AM Cldy-Icy-Day
1K 2-Inj.
Nbd. car - skid, struck
Sbd. truck

Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

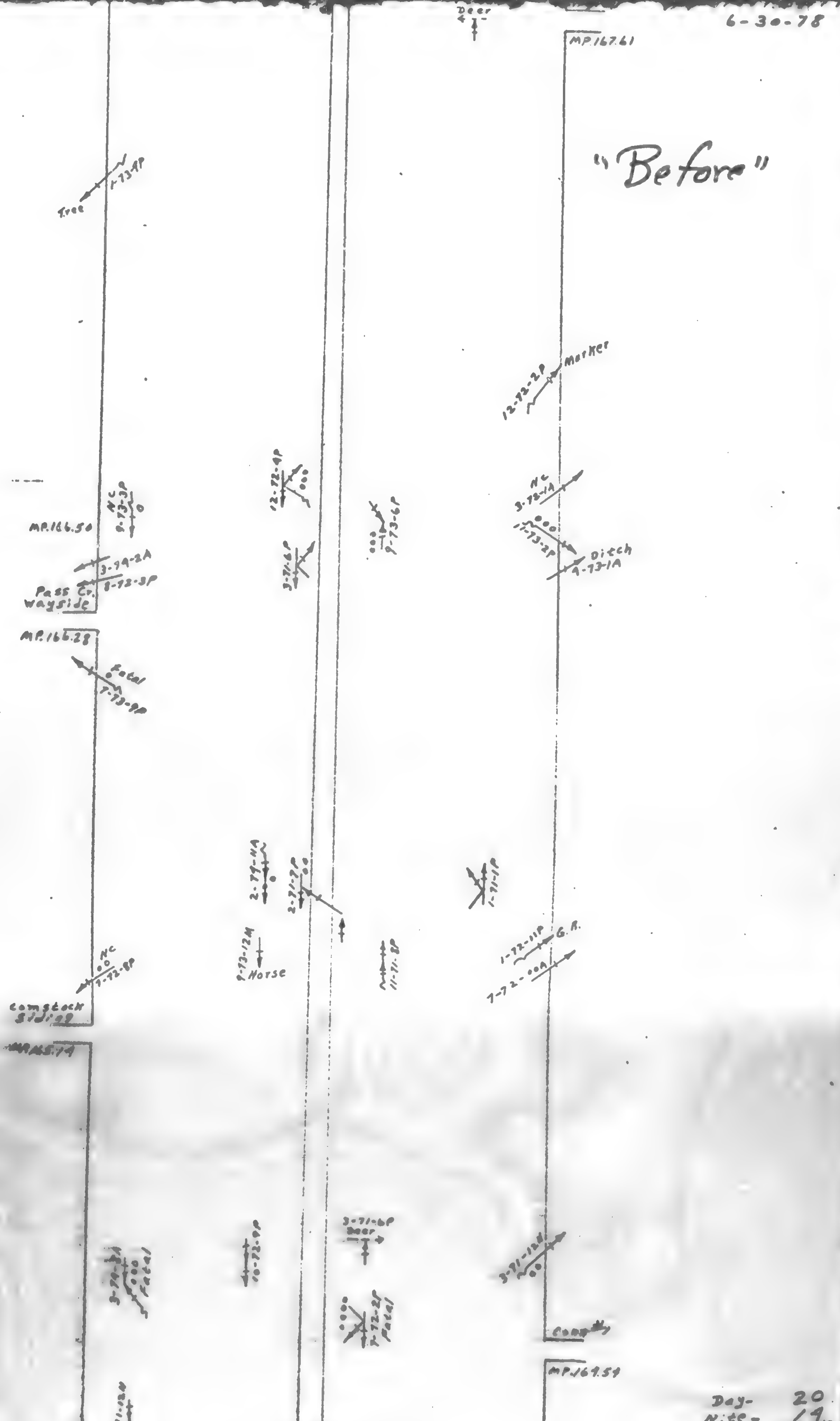
Collision Type	1971				1972				1973				7 Mos 1974				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on										1		1	1			1	1	1		2
Rear-end		1	1	2			1	1						1		1		2	2	4
Sideswipe		1	2	3	2	2		4									2	3	2	7
Turning Movement																				
Parking																				
Non-collision		2	2	4		1	4	5	1	3		4			1	1	1	6	7	14
Fixed Object							2	2		1	2	3						1	4	5
Pedestrian																				
Backing																			2	2
Misc.			2	2																
TOTAL		4	7	11	2	3	7	12	1	5	2	8	1	1	1	3	4	13	17	34

Form E-261-6-70


NC
12-72-5P
5-71
7-72-3A
Fatal
9-72-9P
NC
2-71-6A
Slide
12-73-11A
7-71-2A
Deer
Wards
MP.167.61
Tree
1-73-9P
12-73-2P
Marker
12-72-9P
3-74-6P
9-73-6P
NC
9-73-3P
MP.166.50
3-74-2A
8-72-3P
Pass Cr.
wayside
MP.166.28
Fatal
7-73-9P
NC
3-72-1A
12-73-2P
Ditch
4-73-1A
2-74-11A
2-71-7P
9-73-12M
Horse
11-71-8P
1-71-1P
1-72-11P
G.R.
7-72-00A
NC
9-72-8P
Comstock
Siding
MP.165.14

Pacific Hwy-I5
MP. 164.45 -
MP. 168.17
1-1-71 - 7-31-74
6-30-78

"Before"


Deer
MP.167.61
Tree
1-73-9P
12-72-2P
Marker
12-72-4P
NC
9-73-3P
3-71-6P
9-73-6P
NC
3-73-1A
11-73-2P
Ditch
9-73-1A
MP.166.50
3-74-2A
8-72-3P
Pass Cr.
Wayside
MP.166.28
Fatal
7-73-9P
2-74-11A
2-71-7P
1-71-1P
9-73-12M
Horse
11-71-8P
1-72-11P
G.R.
7-72-00A
NC
7-72-8P
Comstock
Siding
MP.165.74
3-74-2A
Fatal
10-72-9P
3-71-6P
Deer
3-71-12M
2-72-2P
Fatal
Connolly
MP.164.54
8-71-12M

6-30-78

"Before"

Day- 20
Nite- 19
Total- 39

9637

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 7, 1978

FILE: ~~CON~~ 5

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Martin Cr.-Anlauf Section Completion to Interstate Standards

TO: C. T. Keasey
Construction Engineer

NOTED
H. S. COULTER

We are attempting to adjust our manpower resources and thinking to the abrupt withdrawal of a major interstate program.

I agree that the state as a whole can absorb the extra resources that this decision will generate. My concern in writing this letter is to generate an alternate program that will satisfy the need.

We now have the right of way to control access on this section. We also have many right of way obligations to fulfill. Considering the Congressional interest in completing "essential gaps" in the interstate, we cannot ignore this section indefinitely.

I have a copy of the accident listing for this section which shows the section is worse than average for the last 3 years, 75-76-77. Particularly the Anlauf Interchange and Divide Interchange reflect much higher than average for rural freeway sections. A statistic hard to ignore is 17 fatalities in the last 16 years for a 5.86 mile section.

I feel that the project could be designed to eliminate 95% of the safety hazard by downscoping to using the existing alignment and structures between the interchanges and modifying structures to eliminate left hand egress and access.

A windshield estimate would indicate this could be done for approximately $12,000,000 and let in two projects. This would sacrifice the improvement to the Umpqua Highway known as the "AU" line.

Please advise if there is any additional information we can provide to clarify this matter.

jjg/cw

cc H. S. Coulter
J. H. Versteeg
J. B. Boyd
Ellis Jones
Doug Greene
Virgil Wilson

RECEIVED
STATE HWY ENGR
JUL 10 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1037

ROW 18-2

1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 27, 1978

SXF 953
Crossing No. C-615.00-A

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem OR 97310

Dear Mr. Coulter:

Attached is a copy of Order No. 78-446 issued by the Public Utility Commissioner on June 22, 1978, relative to the above-subject matter.

Cordially,

R D Trygstad

Roger D. Trygstad
Railroad & Utility Engineer

RDT:dbe
cc: C. R. Burghart, FHWA
E. S. Hunter
W. J. Hart
C. T. Keasey
R. L. Schroeder
Alfred Shirley (2)
J. C. McCormick
R. P. Hamilton
J. L. Sollis
Bob Judson

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUN 27 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. 78-446

Crossing No. C-615.00-A

Crossing No. C-615.35-A
DOT Crossing No. 756 386P

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 953

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION for the authority, pursuant to ORS 763.040, to construct a separated crossing of Umpqua Highway and Southern Pacific Transportation Company, Siskiyou Branch, near Anlauf, Douglas County, Oregon.	ORDER

On September 27, 1977, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct a separated overcrossing of the Umpqua Highway (OSH 38), a highway under its jurisdiction, and the main track and right-of-way of Southern Pacific Transportation Company, Siskiyou Line, near Anlauf, Douglas County, Oregon.

Applicant, by letter dated April 21, 1978, amended its application.

Applicant proposes to construct a post-tensioned concrete box girder overcrossing structure, 330 feet in length, to accommodate the Anlauf Interchange between Interstate Freeway I-5 and the Umpqua Highway. The separated crossing will have a construction clearance of 21 feet 6 inches. The new overcrossing and interchange are required by improvements to the alignment and location of Interstate Freeway I-5. The proposed overcrossing will eliminate the need for the existing Highway 38 overcrossing (C-615.35-A) which will be removed.

Copies of the application, amendment and responses thereto were duly served upon Southern Pacific Transportation Company, Douglas County, Oregon Department of Land Conservation Development and applicant. No objection by any party has been made to granting of the application as amended.

Due consideration has been given to all representations in the amended application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the amended application and the files of the Commissioner, it is found that the separated crossing is required by the public convenience and necessity. The application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to construct the separated crossing as requested is hereby granted upon the condition that the physical construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

(2) Applicant shall:

(a) Construct the separated overcrossing structure, and bear all the cost thereof;

(b) Maintain the overcrossing structure, including all highway appurtenances;

(c) Remove the existing separated overcrossing (C-615.35-A) after the new separated overcrossing has been opened to vehicular traffic, and bear all the cost thereof;

(d) Bear the cost of repairing all damage to the structure caused by motor vehicular traffic on the highway;

(e) Coordinate all impairments of standard railroad clearances with Southern Pacific Transportation Company at least forty-eight hours in advance of any impairment; and

(f) Notify the Commissioner upon completion of the project.

(3) Southern Pacific Transportation Company shall maintain the railroad track, railroad drainage and all railroad facilities beneath the structure, and bear all the cost thereof.

After completion, the overcrossing shall have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner. While the structure is under construction, however, it may be necessary to impair clearances on the railroad. Authority to maintain such temporary impaired clearances as may be necessary is granted subject to provisions of paragraph (2)(e) above.

Made, entered and effective June 22, 1978.

Charles Davis

CHARLES DAVIS
Public Utility Commissioner

lm

1057

ROW 18-2

7

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Master file
Comstock

June 27, 1978

Mr. H. S. Coulter
State Highway Engineer
129 State Transportation Building
Salem OR 97310

SXF 966
Crossing No. C-621.78-A

Dear Mr. Coulter:

Attached is a copy of Order No. 78-438 issued by the Public Utility Commissioner on June 20, 1978, relative to the above-subject matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:dbe
cc: C. R. Burghart, FHWA
E. S. Hunter
W. J. Hart
C. T. Keasey
R. L. Schroeder
Alfred Shirley (2)
Wm. Anhorn
R. P. Hamilton
J. L. Sollis
Bob Judson

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUN 27 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

ORDER NO. 78-438

Crossing No. C-621.78-A

Crossing No. C-621.68-A
DOT Crossing No. 756 377R

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 966

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION for the authority, pursuant to ORS 763.040, to construct a separated crossing of Goshen-Divide Section of Hwy. 99 and Southern Pacific Transportation Company, Siskiyou Line, near Divide, Lane County, Oregon.	ORDER

On November 8, 1977, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct a separated overcrossing of the Goshen-Divide portion of the Pacific Highway 99, a highway under its jurisdiction, and the main track and the right-of-way of Southern Pacific Transportation Company, Siskiyou Line, near Divide, Lane County, Oregon.

Applicant by letter dated April 21, 1978, amended its application.

Applicant proposes to construct a Type V prestressed concrete beam overcrossing structure, 270 feet in length, to accommodate the Divide Interchange between Interstate Freeway I-5 and the Pacific Highway. The separated crossing will have a construction clearance of 21 feet 6 inches. The new overcrossing and interchange are required by improvements to the alignment and location of Interstate Freeway I-5. The proposed overcrossing will eliminate the need for the existing Pacific Highway overcrossing (C-621.68-A) which will be removed.

Copies of the application, amendment and responses thereto were duly served upon Southern Pacific Transportation Company, Lane County, Oregon Department of Land Conservation and Development and applicant. No objection by any party has been made to the granting of the application as amended.

Due consideration has been given to all representations in the amended application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the amended application and the files of the Commissioner, it is found that the separated crossing is required by the public convenience and necessity. The application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to construct a separated crossing as requested is hereby granted upon the condition that the physical construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

(2) Applicant shall:

  (a) Construct the separated overcrossing structure, and bear all the cost thereof;

  (b) Maintain the overcrossing structure, including all highway appurtenances;

  (c) Remove the existing separated overcrossing (C-621.68-A) after the new separated overcrossing has been opened to vehicular traffic, and bear all the costs thereof;

  (d) Bear the costs of repairing all damage to the structure caused by motor vehicular traffic on the highway;

(e) Coordinate all impairments of standard railroad clearances with Southern Pacific Transportation Company at least forty-eight hours in advance of any impairment; and

(f) Notify the Commissioner upon completion of the project.

(3) Southern Pacific Transportation Company shall maintain the railroad track, railroad drainage and all railroad facilities beneath the structure and bear all the costs thereof.

After completion, the overcrossing shall have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner. While the structure is under construction, however, it may be necessary to impair clearances on the railroad. The authority to maintain such temporary impaired clearances as may be necessary is granted subject to the provisions of paragraph (2)(e) above.

Made, entered and effective June 20, 1978.

Charles Davis

CHARLES DAVIS
Public Utility Commissioner

dw/lm

~~ROW 18-2~~

1

10-1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

stock

June 26, 1978

SXF 1014
Crossing No. C-617.17

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

Dear Mr. Campbell:

In the matter of the application of Douglas County for the authority, pursuant to ORS 763.020, to construct a grade crossing of Pacific Highway Frontage Road and Southern Pacific Transportation Company, Siskiyou Line, near Comstock, Douglas County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objections to the corrections in Southern Pacific Transportation Company's June 13 letter. The county road is not under the jurisdiction of the Highway Division.

Subsequent advice on the further proceedings relative to this matter will be appreciated.

Cordially,

RDTrygstad
Roger D. Trygstad
Railroad & Utility Engineer

RDT:dbe
cc: H. S. Coulter
C. T. Keasey
Alfred Shirley
J. L. Sollis

RECEIVED
STATE HWY ENGR
JUN 27 '78
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULT

Form 81-734-3122 (Rev. 7-77)

~~ROW 18-2~~

Comstock

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 26, 1978

SXF 1009
Crossing No. C-621.29

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

Dear Mr. Campbell:

In the matter of the application of Lane County, for the authority, pursuant to ORS 763.020, to construct a grade crossing of Pacific Highway Frontage Road and Southern Pacific Transportation Company, Siskiyou Main Line, near Divide, Lane County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to corrections in Southern Pacific Transportation Company's June 13 letter. The county road is not under the jurisdiction of the Highway Division.

Subsequent advice on the further proceedings relative to the matter will be appreciated.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:dbe
cc: H. S. Coulter
C. T. Keasey
Alfred Shirley
J. L. Sollis

RECEIVED
STATE HWY ENGR
JUN 27 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Form 81-734-3122 (Rev. 7-77)

June 16, 1978

Mr. Al Driver, Director
Department of Public Works
Courthouse/Public Service Bldg.
125 E. 8th Street
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No. 6355

Dear Mr. Driver:

Attached for your files is a fully executed copy of an agreement for construction of the Martin Creek-Comstock Section of the Pacific Highway in Lane County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

mkr

Attachment

bc: Ben Harwell (agreement attached)

CCM 21-3
2-5 [illegible]

June 16, 1978

Douglas County Board of Commissioners
Douglas County Courthouse
Roseburg, OR 97470

Attention: Doris L. Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6362

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Martin Creek-Comstock Section of the Pacific Highway in Douglas County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

bkr

Attachment

bc: Don Harwell (agreement attached)

bcc: F. B. Klaboe
E. S. Hunter
A. Shirley
Virgil Wilson
Roger Trygstad

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 23, 1978

H. B. Berkshire
Assistant Vice President
Maintenance of Way and Engineering
Southern Pacific Transportation Co.
Southern Pacific Bldg.
1 Market Plaza
San Francisco, CA 94105

NOTED
E. S. HUNTER

Reply Reference 911241/323
0-0-76-13

Dear Mr. Berkshire:

The Oregon Department of Transportation has been forced, because of economic reasons to delay the construction of the Martin Creek - Anlauf Interchange Section of Pacific Highway. The problems with taxation and the failure of our request for a gas tax increase have led to this situation. We do not know the time of contracting, but will keep you and your personnel informed of our future plans. We will request an update on the Southern Pacific Company's estimate in order to portray the problems of inflation when the contract is again scheduled.

I want to take this opportunity to express our appreciation for the cooperation which Mr. Don Holcomb of your engineering office and Mr. Dick Johnson of the Portland Office have given the Oregon Department of Transportation. The Southern Pacific Transportation Company reacted to our requests on this project in a manner which was exemplary in the relationship between the two transportation agencies. Again please express to them our appreciation and we will attempt to assist the Southern Pacific Transportation Company in any way possible in our future activities.

Very truly yours,

J. B. Boyd
R/W Manager

RECEIVED
TECHNICAL SERVICES
JUN 26 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JBB:lb

cc: Mr. J. W. Ferguson
Division Engr. - Portland,OR

107

PUBLIC UTILITY COMMISSIONER OF OREGON

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

Date: June 19, 1978

From: Dave Astle

To: H. S. Coulter, State Highway Engineer

Subject: SXF 953 (Umpqua Highway Overcrossing of Southern Pacific, Anlauf Interchange)

SXF 966 (A & B Line Overcrossing of Southern Pacific, Martin Creek-Comstock Section, I-5)

This is in response to your memorandum of June 8 requesting advice as to when an order in the above matters will be issued. Final orders in each matter have been drafted and will be signed by the Commissioner within the next week.

We have since been informed that both of these projects have been deactivated. Each of these orders will contain a provision granting authority for the project, subject to commencment of construction within a two-year period from the effective date of the order. If either or both project is activated, or you anticipate reactivation shortly after the two-year period, please notify us so that an amending order extending the period during which construction must be commenced can be issued.

kls/N7319

cc: Jack Sollis, Oregon Department of Transportation
DJA (x)
Don Still
SXF 953
SXF 966

RECEIVED
STATE HWY ENGR
JUN 20'78
REFER TO
FOR

JIN 21-2
I-5.3
Jp

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

DATE: June 8, 1978

TO: Dave Astle
Assistant Public Utility Commissioner

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: SXF 953 (Umpqua Hwy. O'xing SPRR,
Anlauf Int. Sec., I-5)
SXF 966 (A & B Line O'xing SPRR,
Martin Cr.-Comstock Sec., I-5)

With respect to the above files, please advise me when we may expect an order. We have advertised the projects which include these structures and will receive bids on June 22, 1978. Federal Highway regulations will not allow award of construction contracts until after the PUC orders are received.

Your cooperation in expediting these orders to allow award of construction contracts will be greatly appreciated.

RWE:smd

cc E. S. Hunter
Jack Sollis
W. J. Hart
D. H. Moehring
Roger Trygstad

-9037

J. B. Royd
J. H. Versteeg

June 16, 1978

E. S. Hunter
Technical Services Engineer

xxxxxxxx

Subject: Martin Creek-Comstock Section
Pacific Highway

I would like to meet with both of you at 1 p.m., Tuesday, June 20 regarding the Right-of-Way commitments on the deferred project, Martin Creek-Anlauf.

Please bring any maps, plans, and Right-of-Way files necessary to discuss what we may have to do if the project is not contracted until July, 1979.

ESH:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 14, 1978

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Analysis: Martin Creek-
Comstock Section
Pacific Highway
Delay of Contract

The Right of Way Section has worked diligently to bring this contract to bid. We have in doing so made many commitments. These commitments are primarily in the way of access and the removal of the existing timber access roads which connect to the section of highway. The following is an analysis of the commitments. I would appreciate an indepth review in order that proper decisions be made:

1. It appears that in reviewing the files on Weyerhaeuser, File 49675 and Cone, File 49579 that we are obligated to construct the following access roads. Indicated behind these are the costs estimated by the Design Engineer.

a.	FBR	$ 392,000
b.	FA	$ 348,000
c.	WB	$ 524,000
d.	FE 5	$ 100,000
	TOTAL	$1,364,000

Between the FBR and the WB a settlement was made to the Cone Lumber Company in the amount of $109,750 for cost-to-cure construction. This payment to the Cone Lumber Company was predicated on the FBR and the WB lines being constructed to the Cone property lines. Also in order to make this system work is a railroad protection device on the WB line. The project not being completed will require an at-grade connection to the freeway on the WB line with a "Y" both to the North and to the South allowing traffic traveling Southbound to the frontage road and depart from the frontage road in a Southerly direction.

As a necessity on the FA and FE 5 line, $79,330 was paid to the Weyerhaeuser Company in order to provide surfacing and interior cost-to-cure roads predicated on the fact that the frontage roads, FA and FE 5 would be constructed to the Weyerhaeuser property lines.

2. Buck Creek Road Relocation - $338,000. In the right-of-way purchases we made certain commitments to the Barkle grantor File 49362 for a connection to the Buck Creek Road relocation. The cost of a connection from the Barkle property to the existing Buck Creek Road may cost considerable money, I have no estimate of the cost of the alternatives.

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JUN 15 '78
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Act
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cy Versteeg
6-16-78

E. S. Hunter
Page 2
June 14, 1978

3. Cost of right-of-way totals to May include $493,380 which includes cost-to-cure payments to both Weyerhaeuser and Cone.

4. The total cost to the prefixes for right-of-way purchasing 610-2527 and 620-2525 payments to May total $548,233.

5. Preliminary Engineering, including May totals $780,000. The field layout has cost approximately $? on this project and any long delay will cause this work to be redone entirely.

6. Railroad. I have contacted Southern Pacific Railroad who had approximately $500,000 worth of work in this project because of railroad protection items and grade crossing protection. They indicate that if the decision is firm they want a letter indicating that the project construction agreement and the Right of Way agreement are nullified and will be renegotiated at some future date.

7. Environmental Statement. If significant changes occur in the project such as downscoping or in environmental protection laws such as stream protection, a new EIS and public hearings may be required.

SUMMARY: We have made many commitments to the grants alongside this particular relocation. I have not attempted to detail all of them, but the major problem that I see is in the commitment to the frontage roads in Item 1. Payments have been made both to Cone and Weyerhaeuser totaling approximately $200,000. There is a distinct possiblity that both Cone and Weyerhaeuser will both protest if the project is not built and frontage roads connected at this time. The payments made to them will not increase in value in proportion to the cost of inflation and they will be penalized for agreeing to the settlement and then we not building the project.

JBB:lb;jk

ROW 18-2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RAILROAD COMPANIES
FILE No. 931

June 5, 1978

Southern Pacific Trans. Co.
Southern Pacific Building
One Market Plaza
San Francisco CA 94105

Construction Agreement
Martin Cr.-Anlauf Section
Pacific Highway
Lane & Douglas Counties
SPTC File: 911241/323
0-0-76-13

ATTN: H. B. Berkshire

Dear Mr. Berkshire:

Returned herewith is a fully executed Construction Agreement covering the subject project.

Thank you for your cooperation in this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:dbe
enclosure

bc: G. L. Green-w/enc.
E. S. Hunter-w/enc.
J. H. Versteeg-w/enc.
C. W. Head-w/enc.
C. T. Keasey-w/enc.
J. L. Sollis-w/enc.
J. B. Boyd-w/enc.
V. E. Skoog-w/enc.
D. E. Swan-w/enc. (2)
Alfred Shirley-w/enc.
W. J. Hart-w/enc.

RECEIVED
TECHNICAL SERVICES
JUN 8 '78
REFER TO
FOR

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1027 1

☐ Legal Owner ☐ Contract Purchaser ☒ Other

☐ Liaison ☐ Appraisal ☐ Property Mgmt.

☐ Acquisition ☐ Relocation ☐ Other

File No. 48792

Last Name Dessenberger

Section Comstock-Divide

Name Terry Dessenberger

Address Anlauf, Oregon

Amount Approved $

Documents Delivered:

Area of Taking ☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

	Date	Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
Brochures, A & R							
Letter, O-Benefit		1st					
Option		2nd					
		3rd					
R Claim Forms		4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion	
6-2-78	Terry Dessenberger Doug Luth	Terry called collect. He says he is going to get a court injunction stopping the project. Terry says the State has not carried out its obligation of finding him comparable replacement property. Terry is under the impression, we purchased 15 acres from him, therefore we are required to replace him on 15 acres. Terry had asked for an extension of time to vacate, until July 1, 1978. This was denied by both Virgil Wilson in a phone call earlier this morning and by me during our conversation. Terry is sure he will be able to obtain the injunction.

6/5/78 Doug says Sollie informed JB

cc Hunter

Boyd

KH

RECEIVED
TECHNICAL SERVICES
JUN 5 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H
U. HUNTER

By Douglas Luth
Right of Way Agent

Use reverse side (tumblehead)

FORM 81-734-3708

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 18, 1978

FROM: J. B. Boyd
Right of Way Manager

J B Boyd

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Clearance of Project
Oregon Project I-5-3(113)163
Martin Creek-Anlauf Interchg.
Section
Pacific Highway
File 48793 - Dessenberger
RE: HRW-OR/I-5-3(97)162
I-5-3(107)162

Relative to the second paragraph of Mr. Green's May 12, 1978, letter, we are doing all possible to clear Mr. Dessenberger from the project as I discussed with you recently. Mr. Dessenberger in accordance with our correspondence with him, will continue to occupy the property legally until June 12. On June 12 we will do whatever is necessary to evict him. I feel strongly that we have done everything possible in the way of relocation assistance to Mr. Dessenberger. I am sending Mr. Virgil Wilson and Mr. Doug Luth personally to see him next week and explain the realities of our problem. I am hopeful that we will continue on the normal course to the contracting of this project.

NOTED
E. S. HUNTER

JBB:jk

cc: C. J. Mathias
D. E. Swan
Doug Luth
Virgil Wilson
J. H. Versteeg
Roger Trygstad

RECEIVED
TECHNICAL SERVICES

MAY 19 '78

REFER TO

FOR

Info	Inves	R/D	O/R	Sign	Agt	File

ROBERT W. STRAUS
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1978

HUNTE

Southern Pacific Transportation Co.
Southern Pacific Building
One Market Plaza
San Francisco, CA 94105

RE: Right of Entry Permit
Martin Creek-Anlauf Section
Pacific Highway
Lane & Douglas Counties
911241/323
0-0-76-13

Gentlemen:

Returned herewith is the Right of Entry Permit for the subject section signed by Mr. Boyd, Right of Way Manager.

On behalf of the Highway Division, I wish to thank you for providing this document in such a timely manner. The efforts of Dick Johnston of your Portland office and Don Holcomb of your office have been greatly appreciated.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:bam

bc: G. L. Green-w/copy Permit of Entry
E. S. Hunter-w/copy Permit of Entry
H. Versteeg-w/copy Permit of Entry
C. W. Head-w/copy Permit of Entry
C. T. Keasey-w/copy Permit of Entry
J. L. Sollis-w/copy Permit of Entry
J. B. Boyd-w/copy Permit of Entry
V. E. Skoog-w/copy Permit of Entry
D. E. Swan-w/2 copies Permit of Entry
Alfred Shirley-w/copy Permit of Entry
Walt Hart-w/copy Permit of Entry

RECEIVED
TECHNICAL SERVICES
JUN 2 '78
REFER TO

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

ODOT AGREEMENT NO.________

Southern Pacific
Transportation Company
Southern Pacific Building • One Market Plaza • San Francisco, California 94105

H. B. BERKSHIRE
ASST. VICE PRESIDENT—MAINTENANCE OF WAY
AND ENGINEERING

T. H. KRUTTSCHNITT, JR.
ASSISTANT CHIEF
ENGINEER—ADMINISTRATION
J. F. LYNCH
ENGINEER, DESIGN
AND CONSTRUCTION

H. F. DULLY
ASSISTANT CHIEF ENGINEER
G. L. MURDOCK
ENGINEER, MAINTENANCE
OF WAY

May 26, 1978

IN REPLY PLEASE REFER TO
911241/323
0-0-76-13

Mr. Roger Trygstad (2)
Railroad & Utility Engineer
Department of Transportation
117 State Highway Building
Salem, Oregon 97310

Dear Mr. Trygstad:

This has reference to the State's proposed improvement of Pacific Highway I-5 between Hawley Creek Road and the Analauf Interchange in Lane and Douglas Counties.

In order to allow the State of Oregon, hereinafter called "State," to proceed with its intended highway construction and related work, Southern Pacific Transportation Company, hereinafter called "Railroad," hereby permits the State, its employes, agents and contractors to enter immediately upon Railroad's property designated as Parcels 5, 7, 8, 9 and 12 and illustrated by dotted overlay on Railroad's Drawings F-1603 and F-1604, both revised May 4, 1978, attached hereto and made a part hereof.

The permission herein granted is subject to the following conditions:

1. The work upon and adjacent to Railroad property is to be performed in accordance with plans and specifications subject to approval of Railroad.

2. State agrees to assume the entire cost of construction work and to reimburse Railroad for expenses incurred in rearranging and protecting its facilities and operations in accordance with terms and conditions contained in a construction agreement to be entered into between State and Railroad covering the above-mentioned highway construction work.

3. No work shall commence on this project until said construction agreement is executed and this right of entry permit is accepted by State.

RECEIVED
MAY 30 1978
RR & UTILITY UNIT

4. Right of entry is granted subject to the rights of any lessee of Railroad at the time in possession of any land within said parcel, and State shall, at its expense, make all arrangements with said lessees for relocation, rearrangement or removal of lessee's facilities located on said land.

5. In the event that State and Railroad are unable to reach agreement within a period of one year from date hereof as to fair compensation to be paid to Railroad for said parcels, State shall immediately file and thereafter prosecute with due diligence a proceeding in eminent domain before a court of competent jurisdiction for the determination of the fair and just value of the property and/or property rights to be acquired by State. In addition to the compensation to be paid Railroad, whether it be determined by negotiation or court award, State shall pay to Railroad seven (7) percent per annum simple interest on such compensation, commencing upon acceptance by the State of this right of entry and terminating sixty (60) days after receipt by Railroad of a mutually satisfactory offer, or date judgment is entered and the amount of judgment has been deposited in court, whichever occurs first.

6. It is understood and agreed that the underlying minerals will be reserved by Railroad.

7. Notwithstanding any of the above, the rights herein granted shall lapse and become void if the construction on said project is not commenced within one year of the date of this letter.

If the foregoing is satisfactory, please arrange for acceptance on behalf of the State on duplicate copy of this letter and return same to this office.

Yours very truly,

H B Berkshire

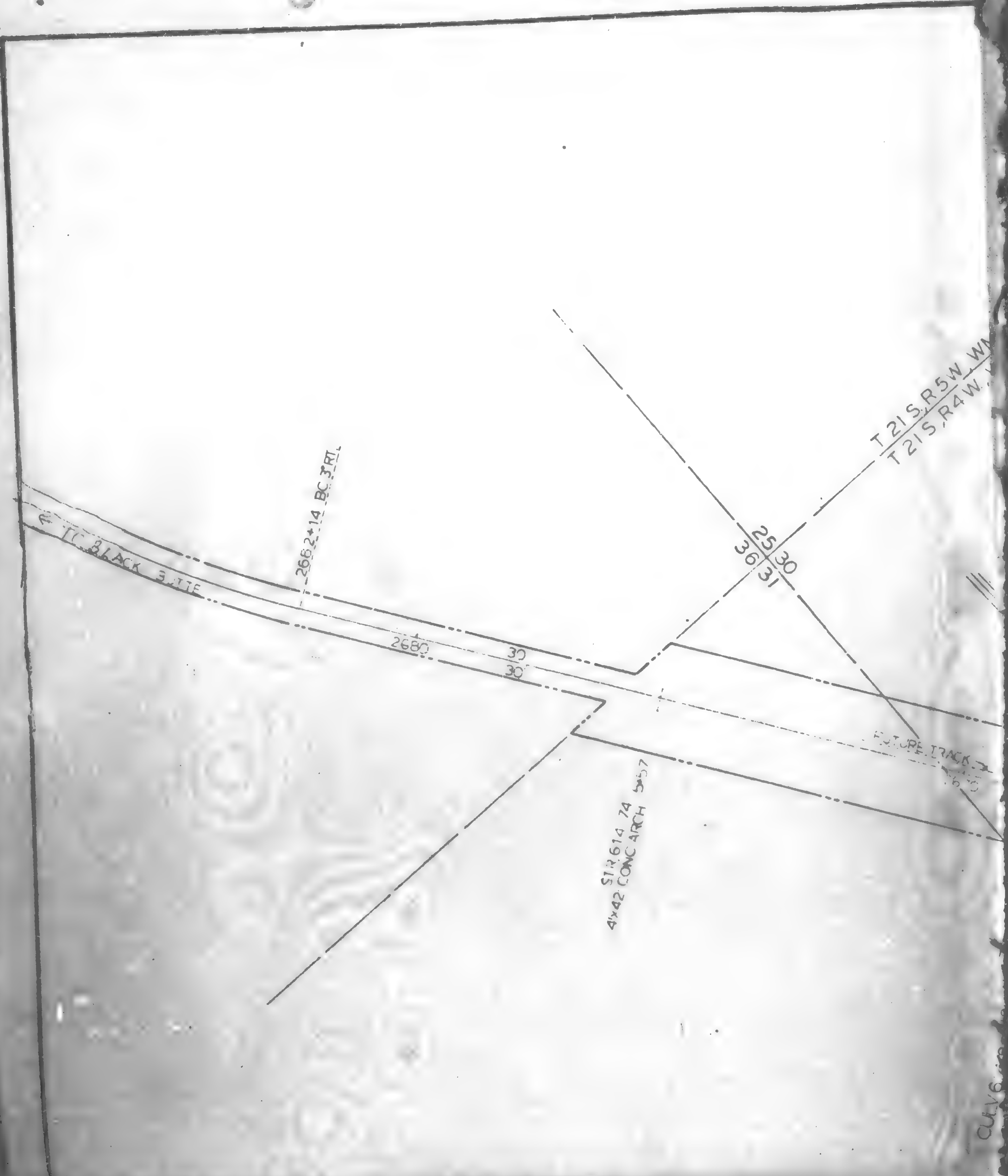
Attachments

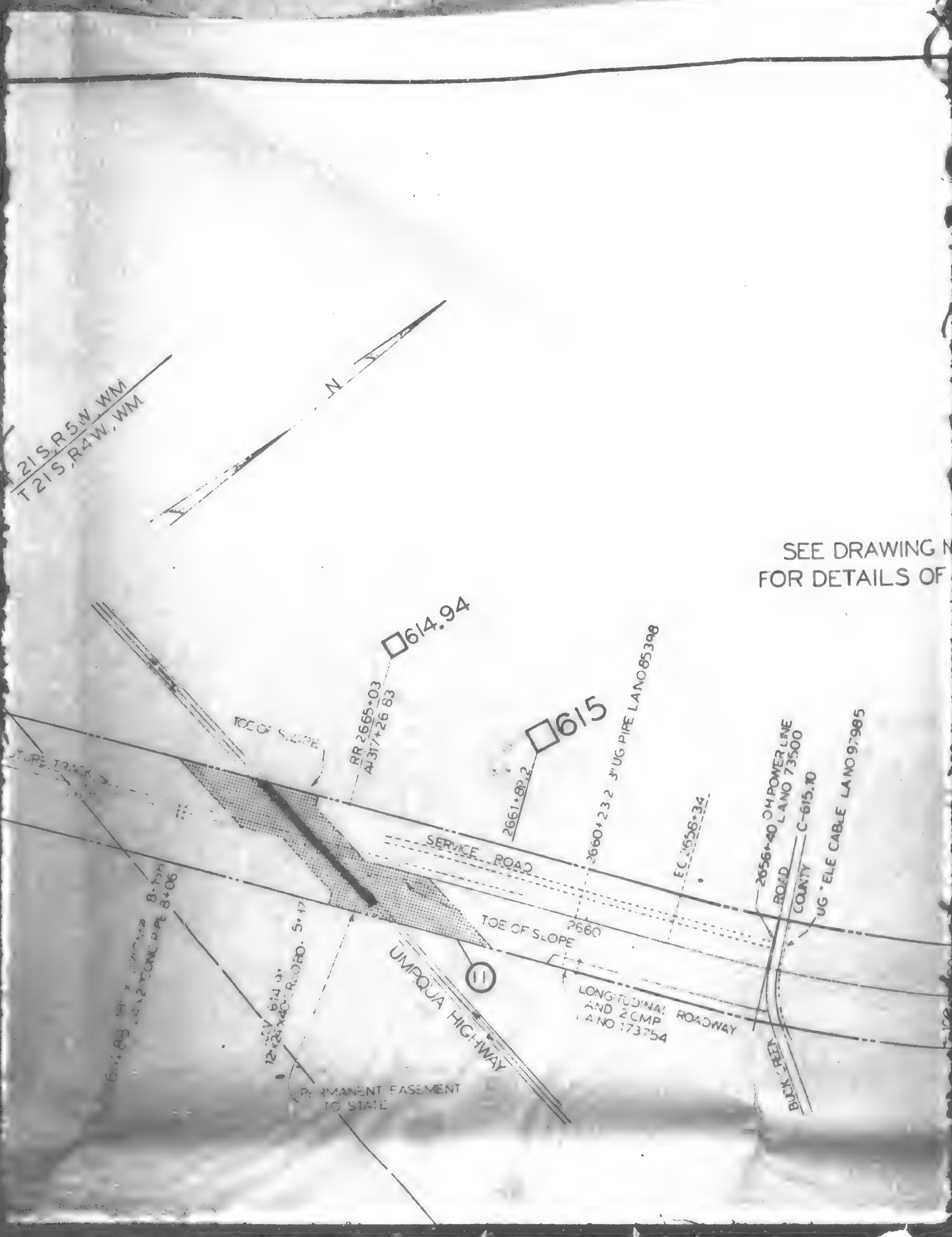
ACCEPTED THIS 30 DAY
OF May, 1978, ON
BEHALF OF THE STATE OF OREGON
ACTING BY AND THROUGH ITS Right of Way Manager

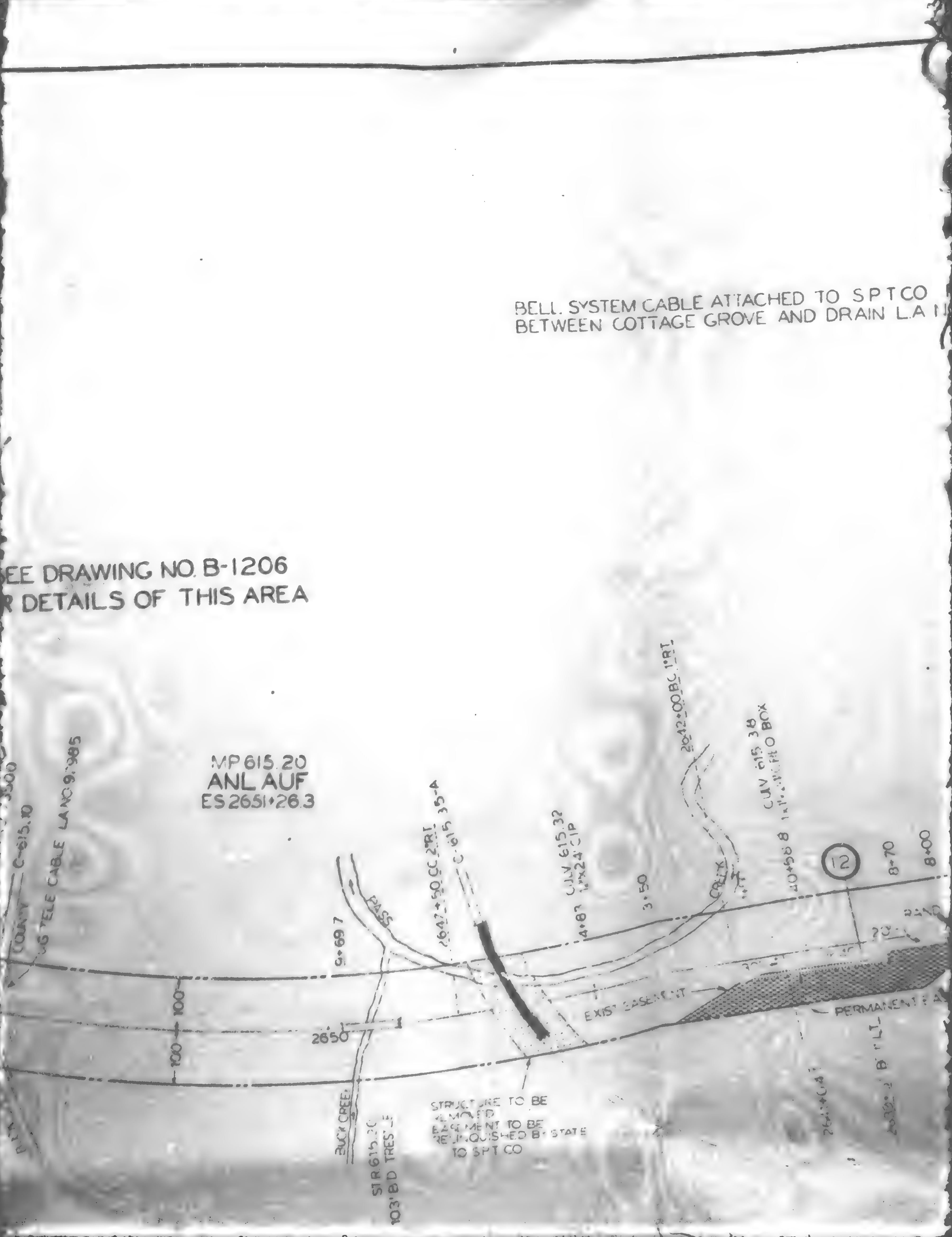
BY____________________

APPROVED

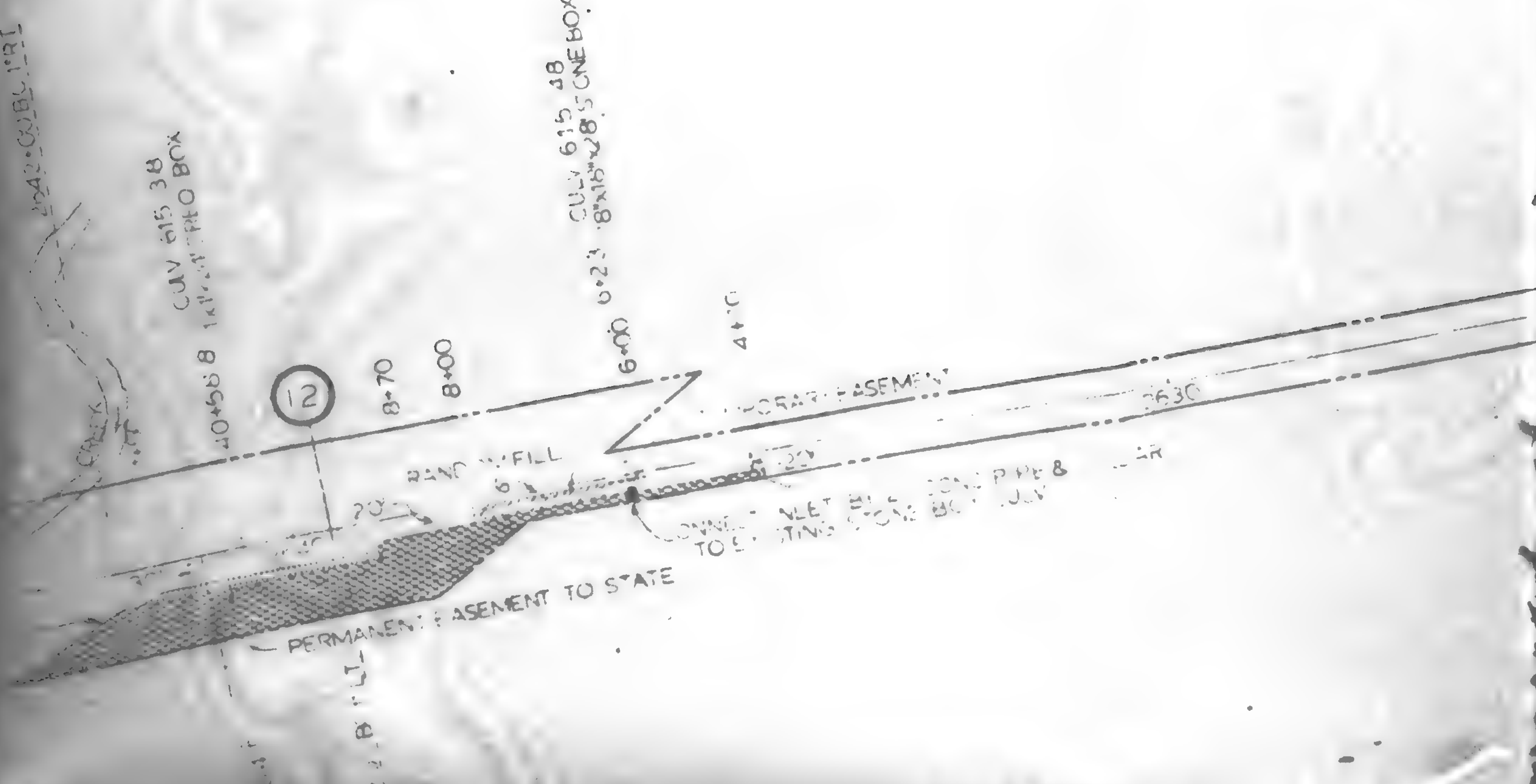
Chief Counsel
[illegible] ent of Transportation


TO BLACK BUTTE
2682+14 BC 3°RT.
2680
30
30
T 21 S, R 5 W, WM
T 21 S, R 4 W, W
25
30
36
31
FUTURE TRACK
STR 614.74
4'x42 CONC ARCH 1957
CULV 6

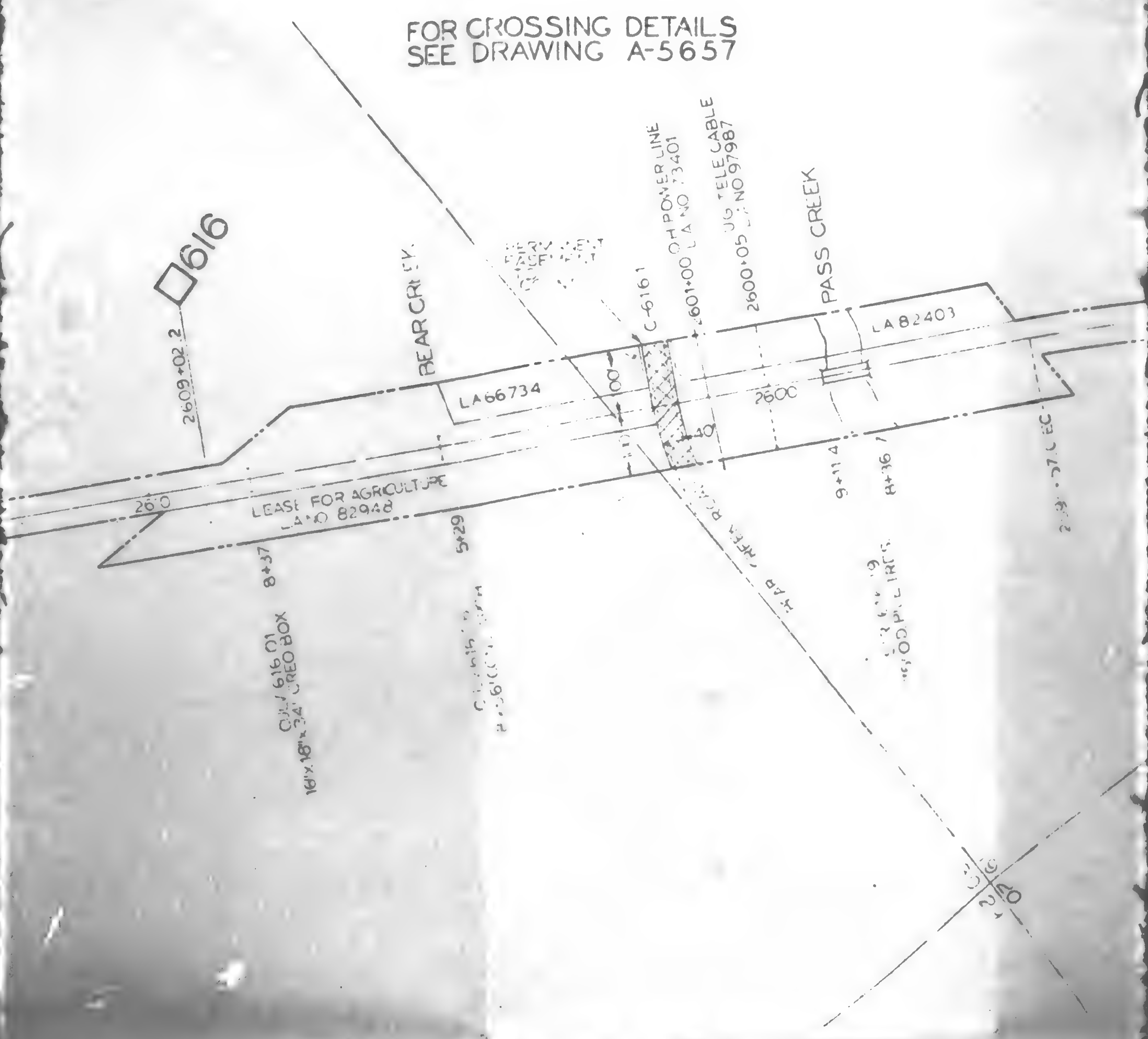

T 21 S, R 5 W, WM
T 21 S, R 4 W, WM
N
SEE DRAWING N
FOR DETAILS OF
□614.94
RR 2665+03
A 317+26.63
□615
2661+82.2
2660+23.2 3" UG PIPE LA NO 85398
EC 2656+34
2656+40 OH POWER LINE LA NO 73500
C-615.10
UG ELE CABLE LA NO 97985
TOE OF SLOPE
SERVICE ROAD
TOE OF SLOPE
2660
⑪
LONGITUDINAL AND 2 CMP LA NO 173754
ROADWAY
COUNTY ROAD
BUCK REEL
UMPQUA HIGHWAY
PERMANENT EASEMENT TO STATE
8+06
5+17


BELL. SYSTEM CABLE ATTACHED TO SPTCO
BETWEEN COTTAGE GROVE AND DRAIN L.A
SEE DRAWING NO. B-1206
R DETAILS OF THIS AREA
MP 615.20
ANL AUF
ES 2651+26.3
C-615.10
COUNTY
UG TELE CABLE LA NO 9, 985
100
100
2650
9+69.7
PASS
2647+50 CC 2°RT
C-615 35-A
4+87 CULV 615.32
3+50
2642+00 BC 1°RT
CULV 615.38
40+56.8
CREEK
12
8+70
8+00
EXIST EASEMENT
PERMANENT
BUCK CREEK
STR 615.20
103' BD TRESTLE
STRUCTURE TO BE
REMOVED
EASEMENT TO BE
RELINQUISHED BY STATE
TO SPT CO

CABLE ATTACHED TO S P T CO. POLES
TAGE GROVE AND DRAIN L.A NO 165620

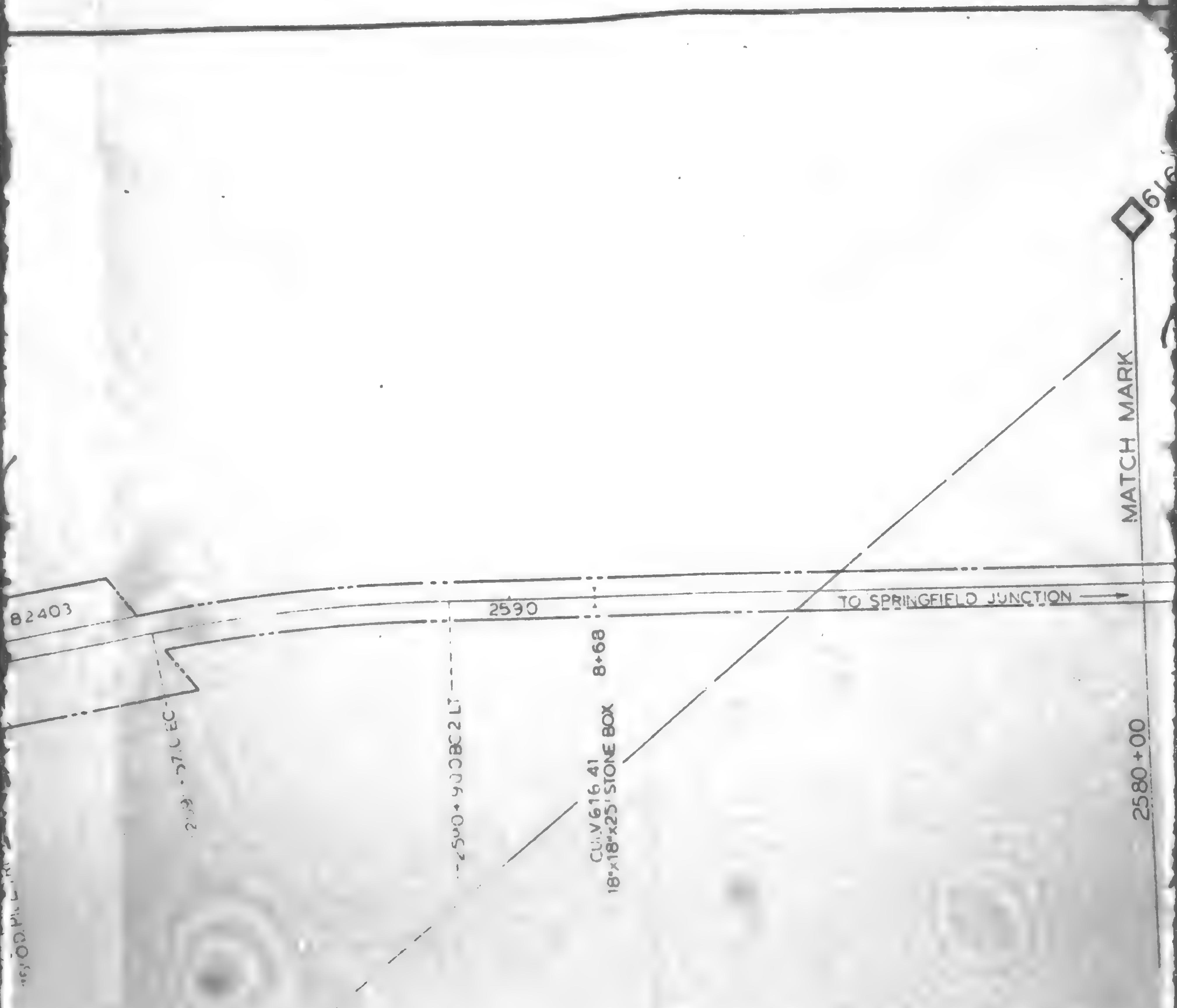

CREEK
40+56 8
CULV 615 38
12
8+70
8+00
6+00
CULV 615 48
8'x18"x8' STONE BOX
41+0
TEMPORARY EASEMENT
2630
FILL
PERMANENT EASEMENT TO STATE

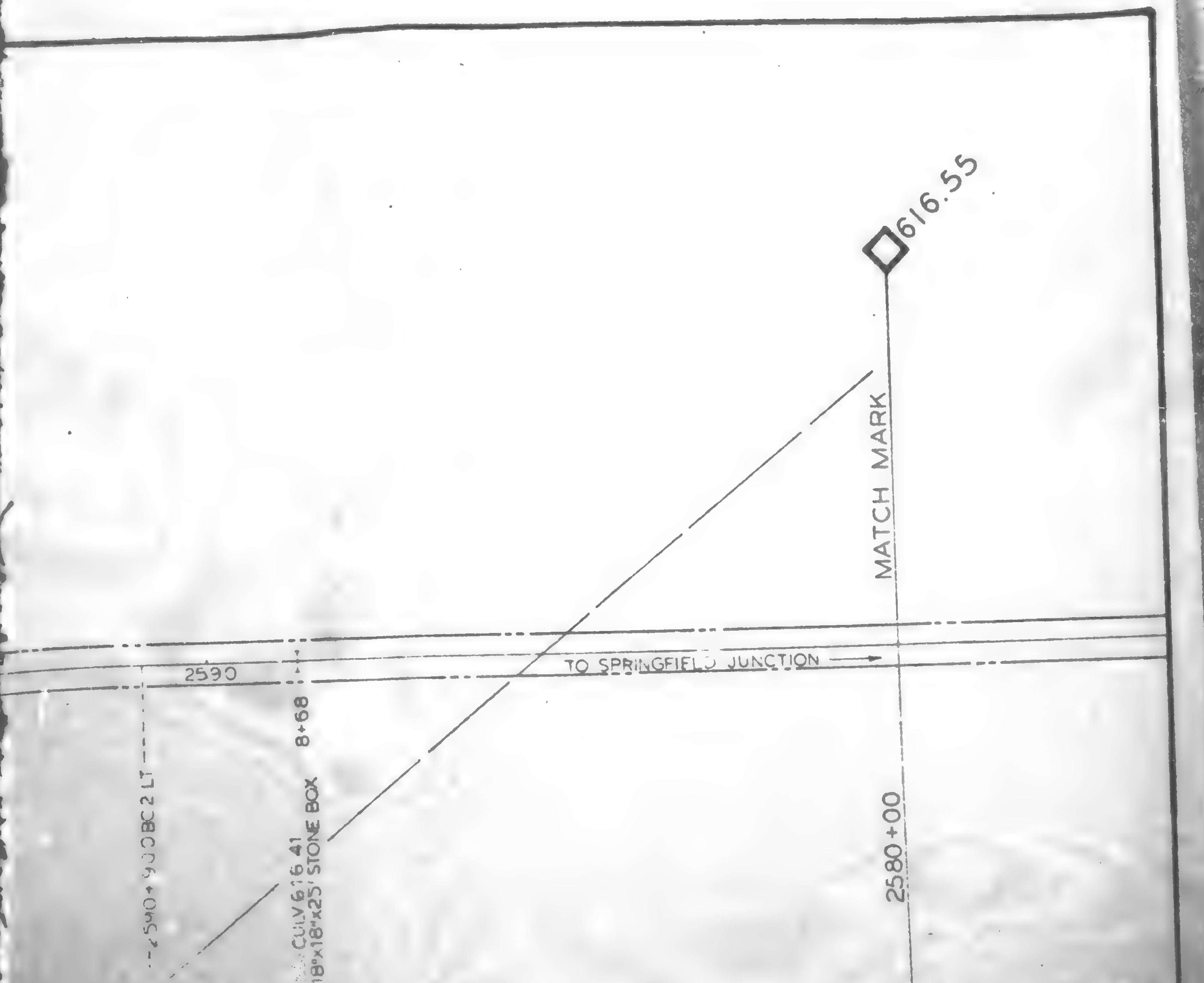
616



FOR CROSSING DETAILS
SEE DRAWING A-5657

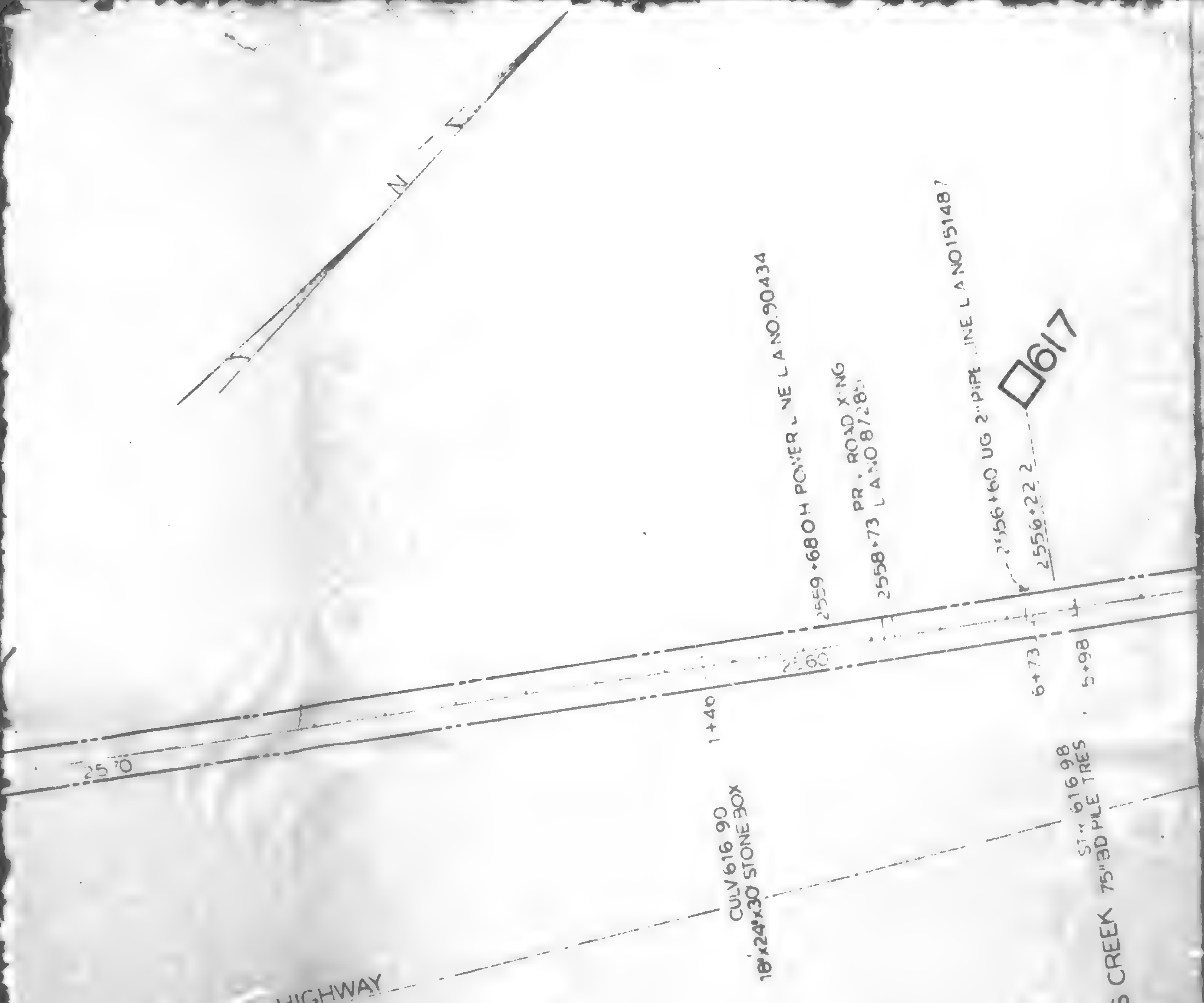
616
2609+02.2
BEAR CREEK
LA 66734
C-6161
100
40
601+00 OH POWER LINE LA NO 73401
2600+05 UG TELE CABLE LA NO 97987
PASS CREEK
LA 82403
2600
2610
LEASE FOR AGRICULTURE
LA NO 82948
8+37
5+29
CULV 616.01
16'x18"x34' CREO BOX
9+11.4
8+36.7

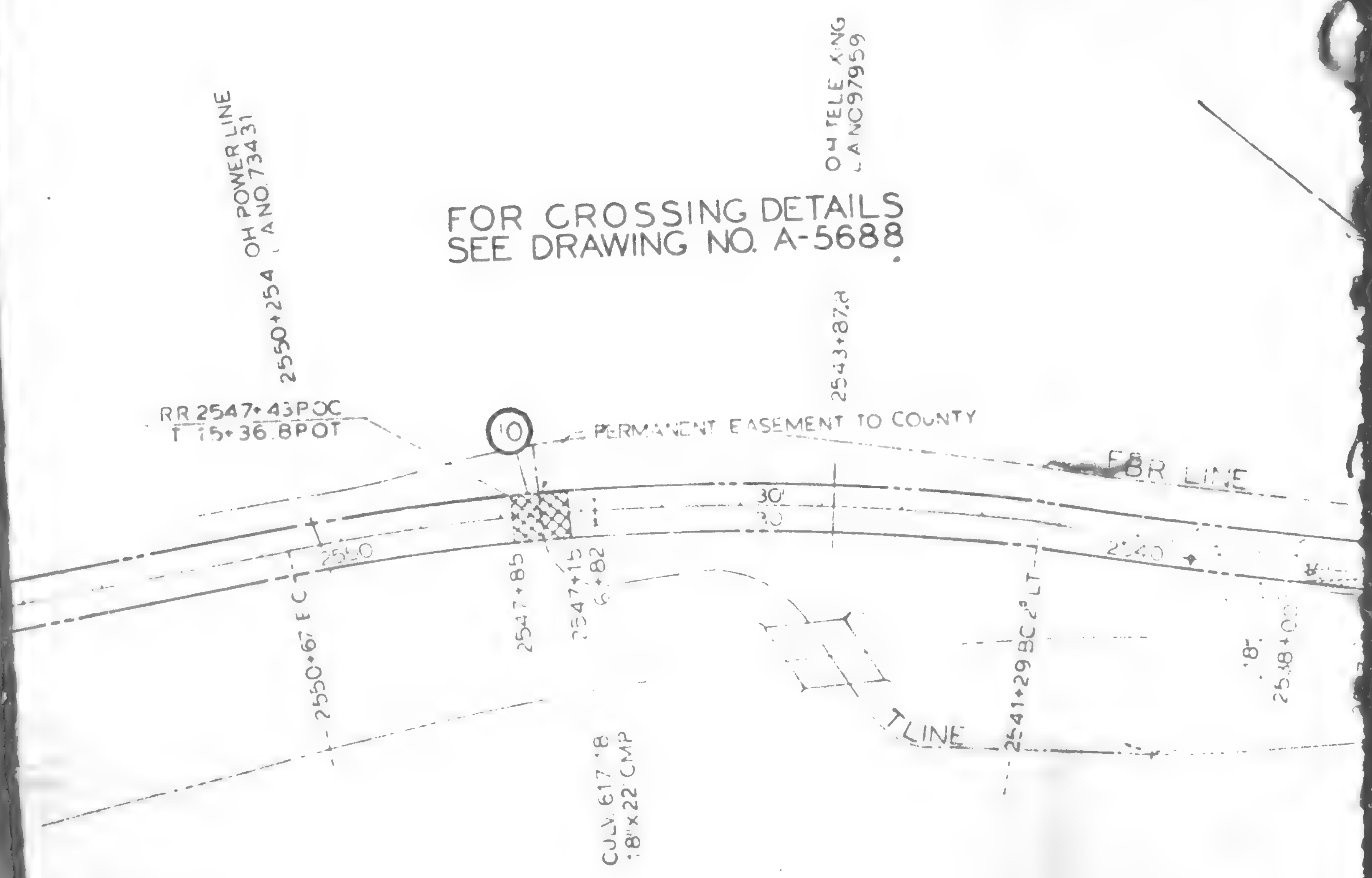

616
MATCH MARK
82403
2590
TO SPRINGFIELD JUNCTION
8+68
2590+90.0 BC 2 LT
CULV 616.41
18"x18"x25' STONE BOX
2580+00
618.50
MATCH MARK NEXT SH



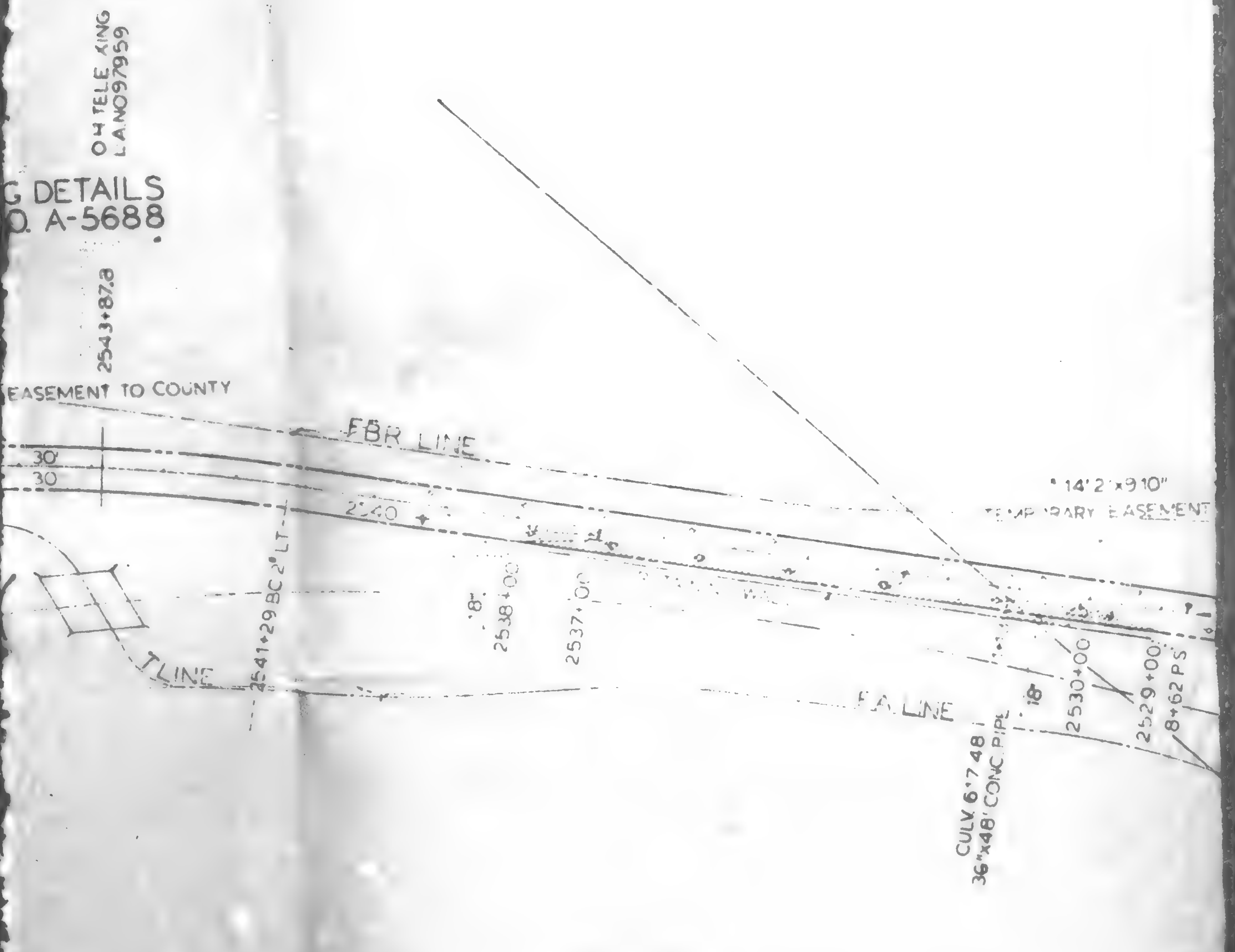
616.55
MATCH MARK
TO SPRINGFIELD JUNCTION →
2590
2590+900 BC 2 LT
CULV 616.41
18"x18"x25' STONE BOX
8+68
2580+00
618.50
MATCH MARK NEXT SH

616.55
MATCH MARK
2570
TO BLACK BUTTE
4+16
CULV 616.66
12"x24"x18' CREO BOX
2580+00
PACIFIC

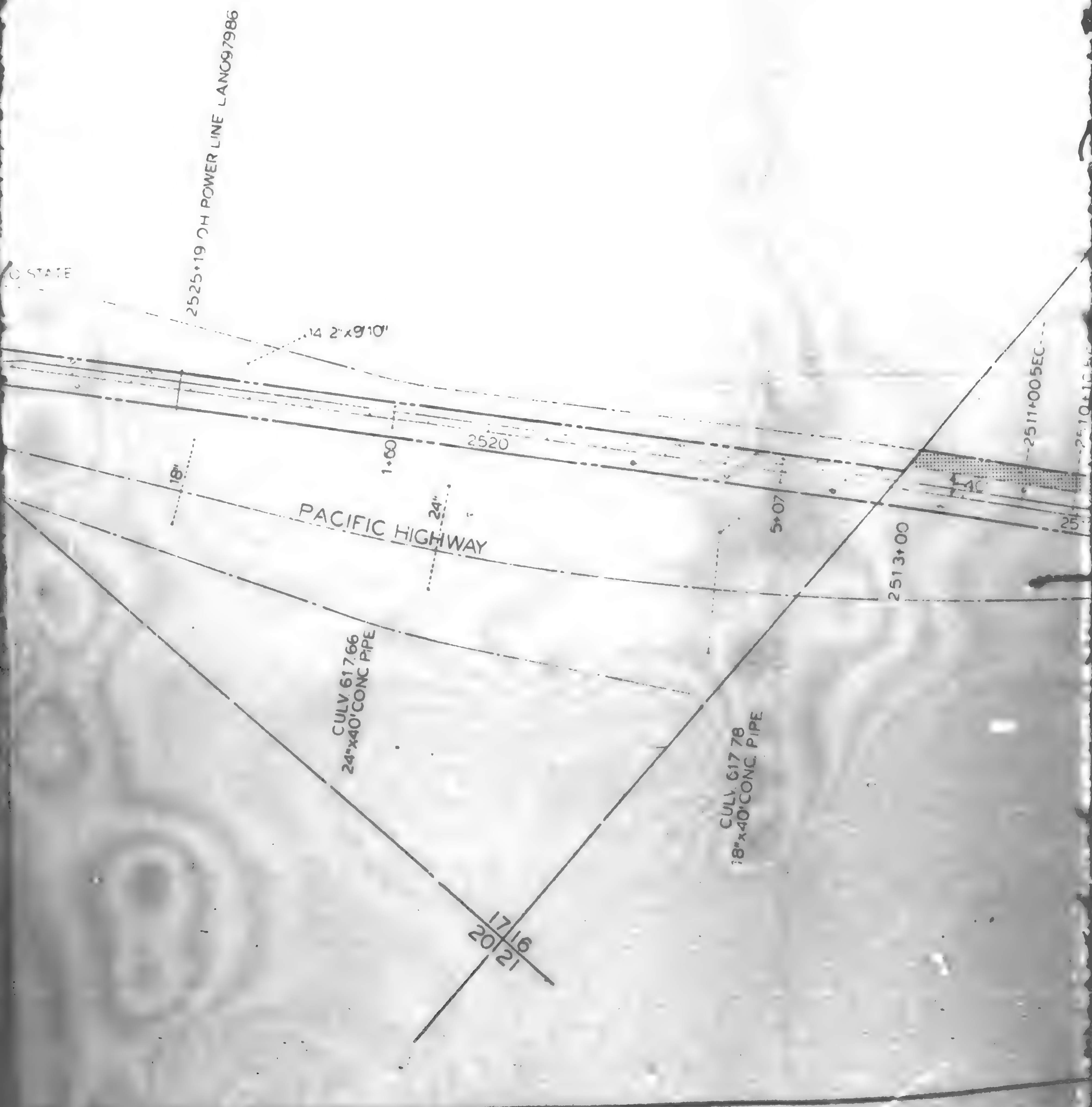

N
2559+68 OH POWER LINE L A NO.90434
PR. ROAD X'NG
2558+73 L A NO 87285
2556+60 UG 2" PIPE LINE L A NO151487
2556+22 2
617
2560
2570
1+40
6+73
5+98
CULV 616 90
18"x24"x30 STONE BOX
STR 616 98
75" 3D PILE TRES
PASS CREEK
PACIFIC HIGHWAY
LEG

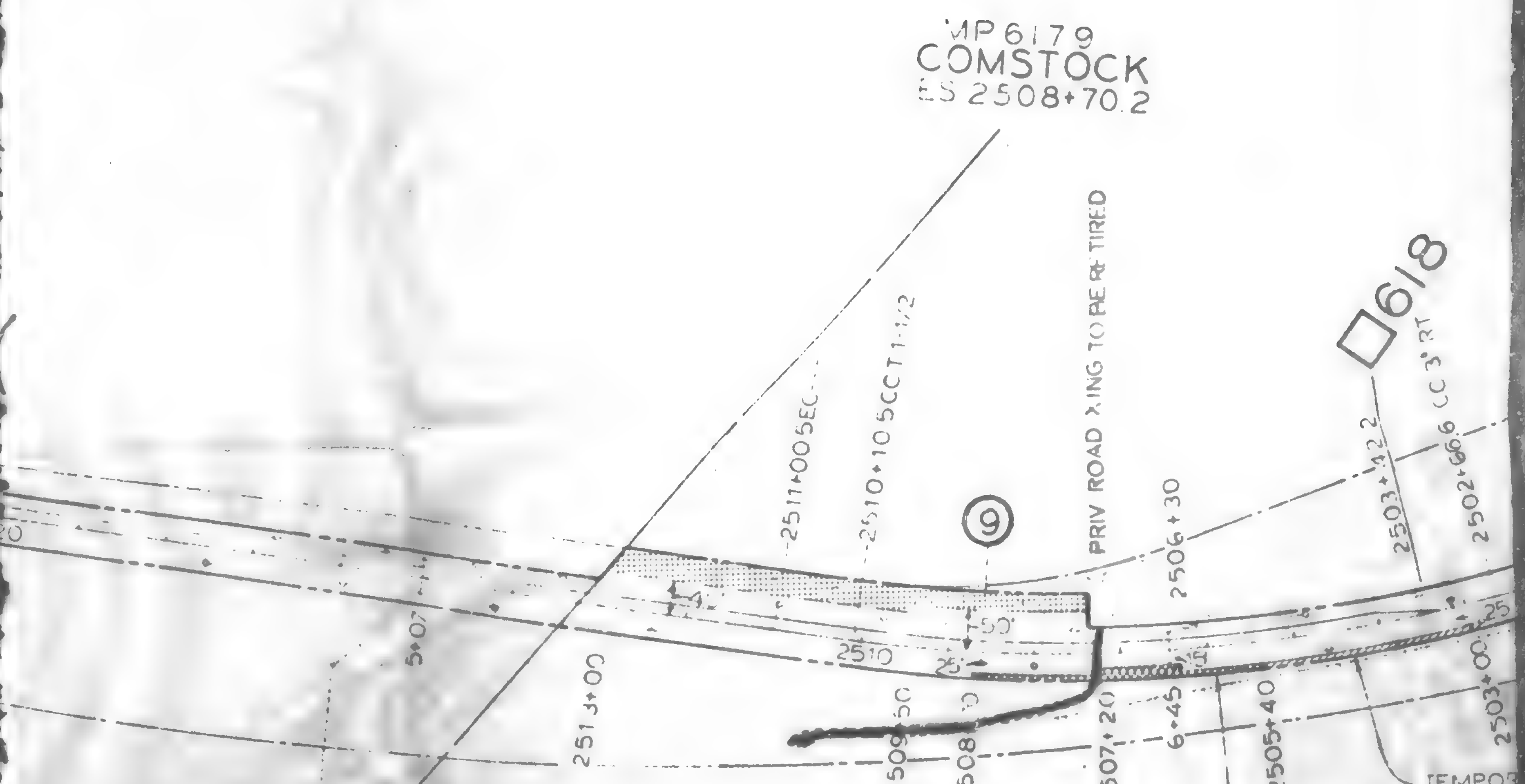

OH POWER LINE
L ANO. 73431
2550+254
OH TELE XING
L ANO97959
FOR CROSSING DETAILS
SEE DRAWING NO. A-5688
2543+87.4
RR 2547+43 POC
T 15+36.8 POT
10
PERMANENT EASEMENT TO COUNTY
FBR. LINE
30'
30'
2550
2540
2550+67 E C
2547+85
2547+15
61+82
2541+29 BC 29 LT
18'
2538+08
T LINE
CULV. 617.18
18"x22' CMP

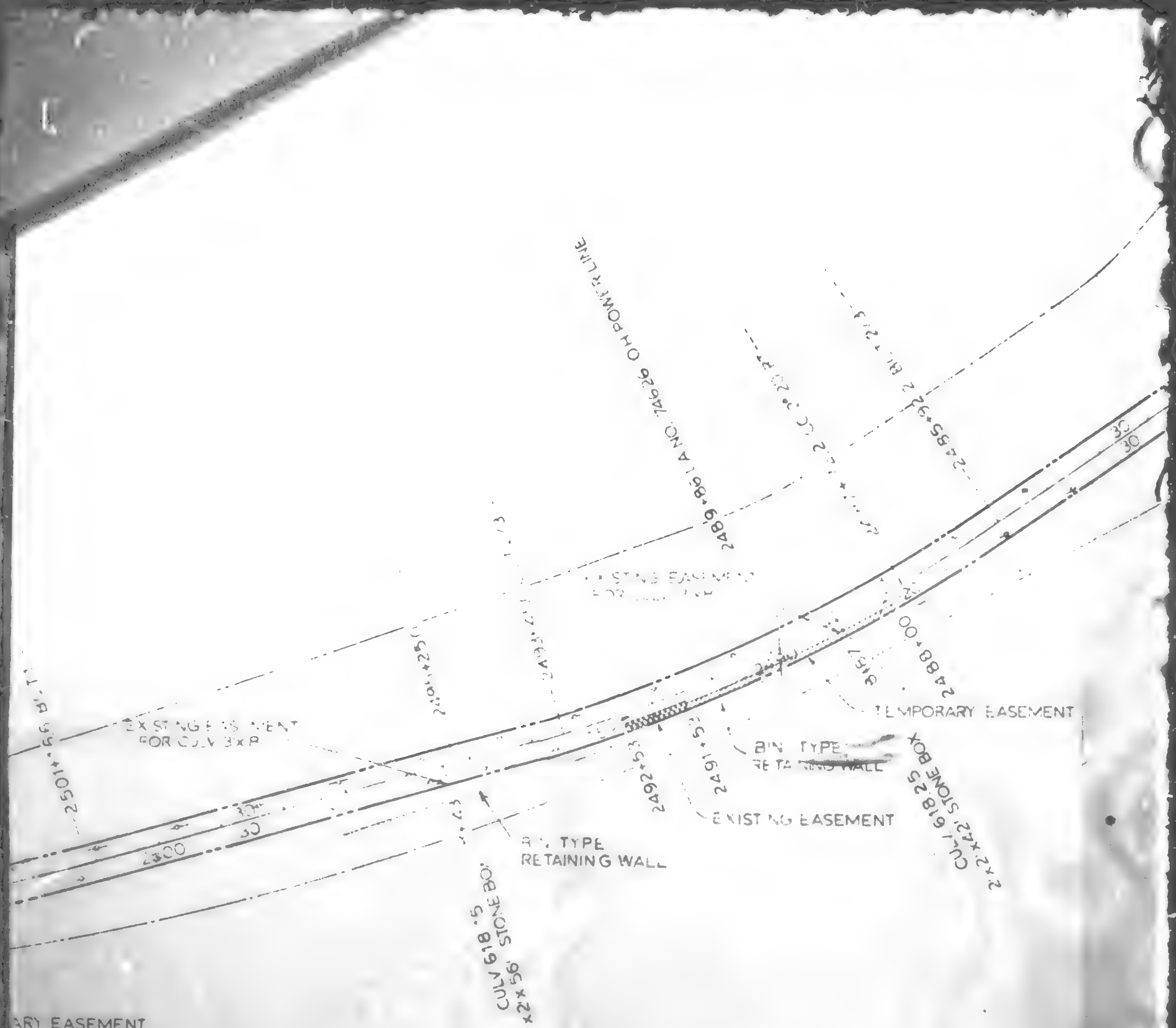
END
RED SHOWS NEW WORK
YELLOW SHOWS RETIRE
SHOWS PERMANENT EASEMENT TO STATE
SHOWS EXISTING EASEMENT
SHOWS PERMANENT EASEMENT TO COUNTY
SHOWS TEMPORARY EASEMENT
SHOWS EASEMENT TO BE RELINQUISHED BY STATE TO S.P.T.CO.
SHOWS S.P.T.CO. PROPERTY LINE

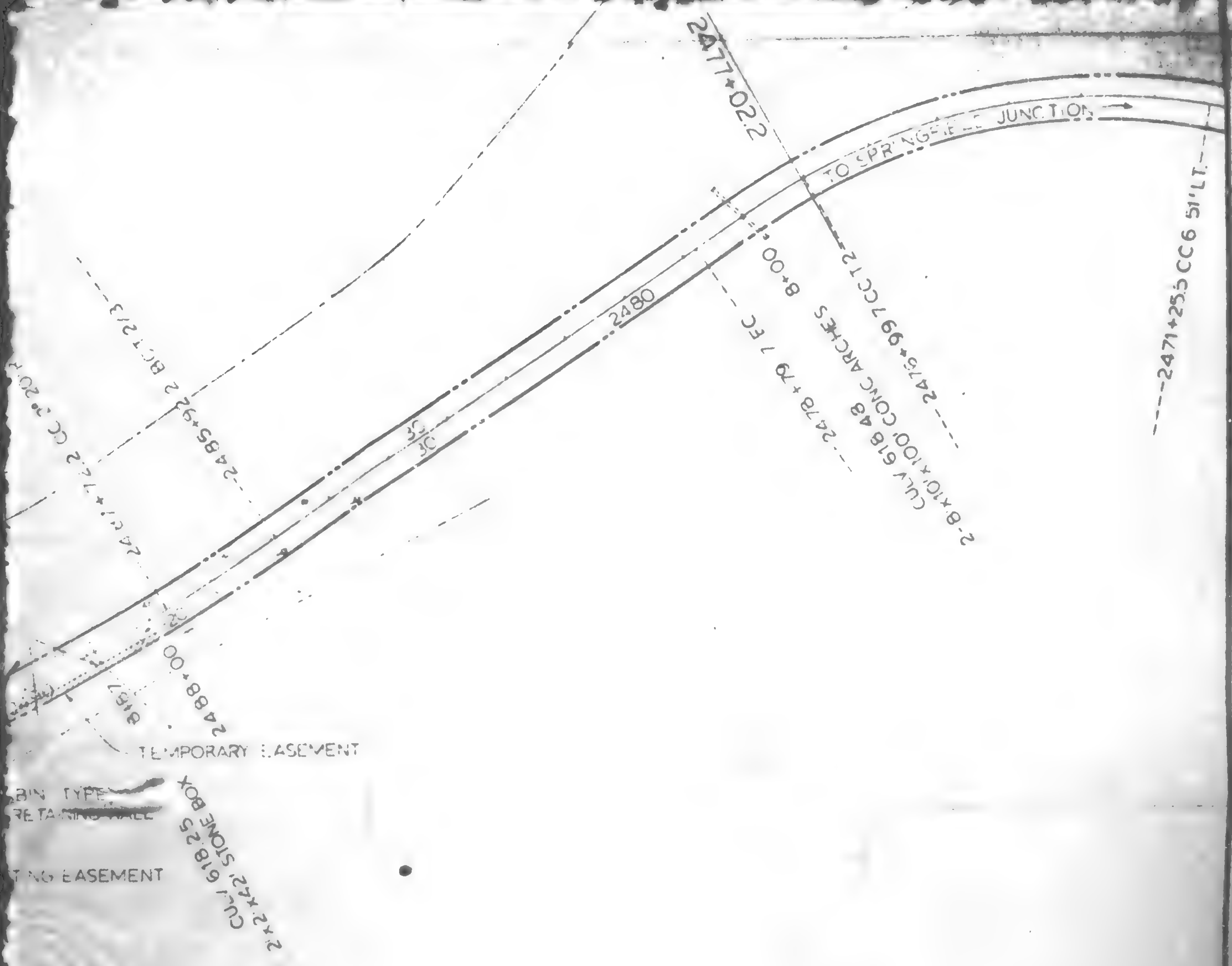


O.H. TELE. KING
L.A. NO. 97959
G DETAILS
O. A-5688
2543+87.8
EASEMENT TO COUNTY
FBR. LINE
30'
30'
2540
"14'2"x9'10"
TEMPORARY EASEMENT
2541+29 BC 2° LT
T LINE
18"
2538+00
2537+00
F.A. LINE
18"
CULV. 6'7.48
36"x48' CONC. PIPE
2530+00
2529+00
8+62 PS
TATE
UNTY
D BY STATE TO S.P.T.CO.


O STATE
2525+19 OH POWER LINE LAN097986
14 2"x9'10"
2520
1+60
18"
24"
PACIFIC HIGHWAY
5+07
2513+00
2511+00SEC
4C
25
CULV. 617.66
24"x40' CONC PIPE
CULV. 617.78
18"x40' CONC PIPE
17
16
20
21


MP 617.9
COMSTOCK
ES 2508+70.2
PRIV ROAD XING TO BE RETIRED
2511+00 SEC
2510+10.5 CC T 1-1/2
⑨
618
2503+42.2
2502+66.6 CC 3° RT
2506+30
50'
2510
5+07
2513+00
2509+50
2508
2507+20
6+45
2505+40
2503+00
TEMPOR
EXISTING EASEMENT
CULV. 617.94
36"x48" C.M.P.
CULV. 617.78
18"x40" CONC. PIPE
17
16
21
T. 21

2489+86 I.A NO. 74626 O.H POWER LINE
2485+92 2 BI
EXISTING EASEMENT
2491+25
2501+66 B.T.
EXISTING EASEMENT FOR CULV 3x8
2500
30
30
2492+53
2491+53
BIN TYPE RETAINING WALL
EXISTING EASEMENT
TEMPORARY EASEMENT
2488+00
CULV 618.25 STONE BOX 2'x2'x42'
BIN TYPE RETAINING WALL
CULV 618.5 STONE BOX 2'x2'x56'
ARY EASEMENT
S., R.4 W., W.M.
SC
DR
RO
DA
REV


2477+02.2
TO SPRINGFIELD JUNCTION
2471+25.5 CC6 51' LT.
2475+99.7 CC 12
2-8'x10'x100' CONC ARCHES
CULV 618 48
8+00
2478+79.7 EC
2480
3C
3C
2485+92.2 BC 12/3
2487+74.2 CC
2488+00
TEMPORARY EASEMENT
BIN TYPE
RETAINING WALL
TING EASEMENT
CULV 618 25
2'x2'x42' STONE BOX

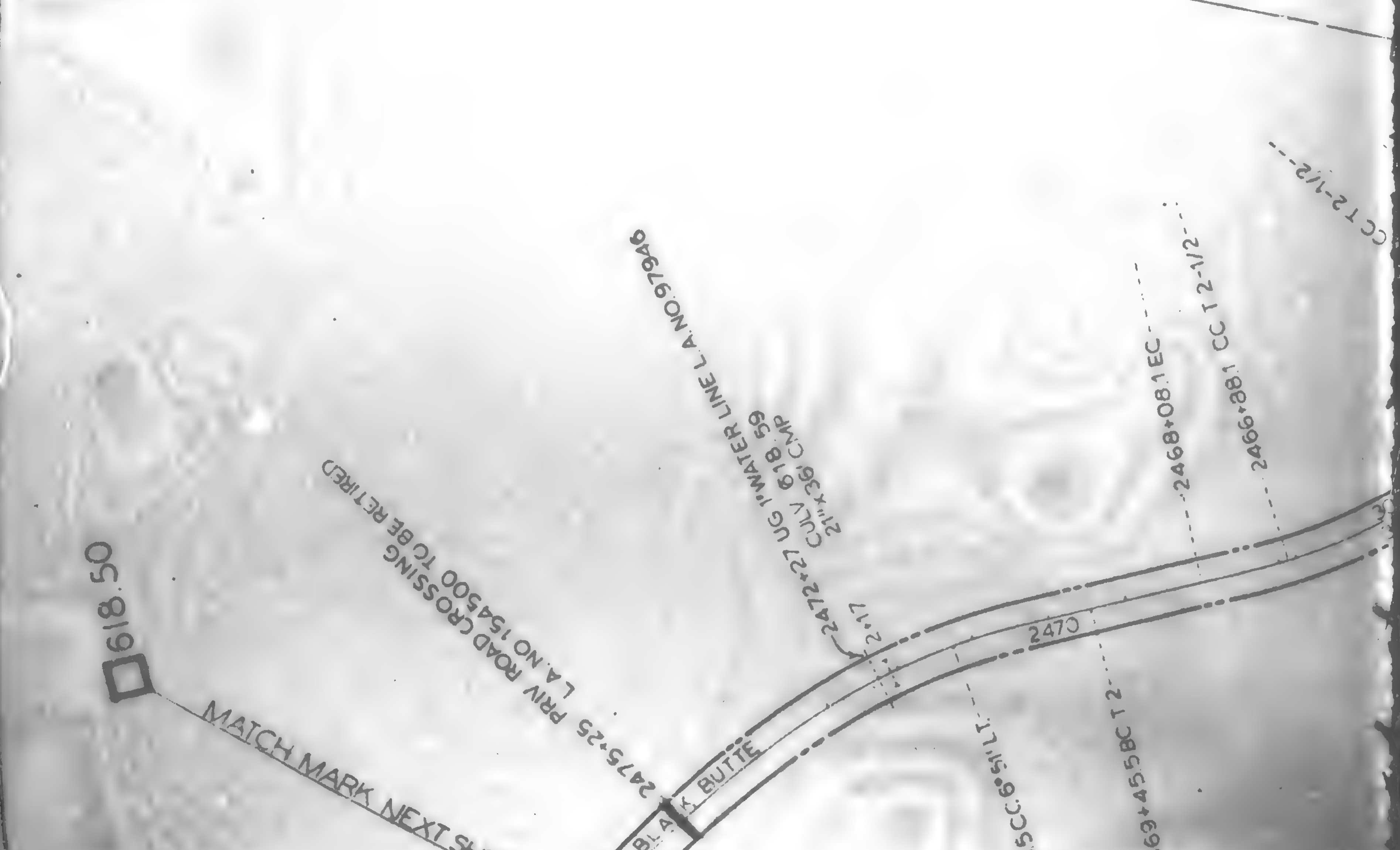
SOUTHERN PACIFIC
TRANSPORTATION COMPANY
OFFICE OF DIVISION ENGINEER
UNION STATION PORTLAND OREGON 97209

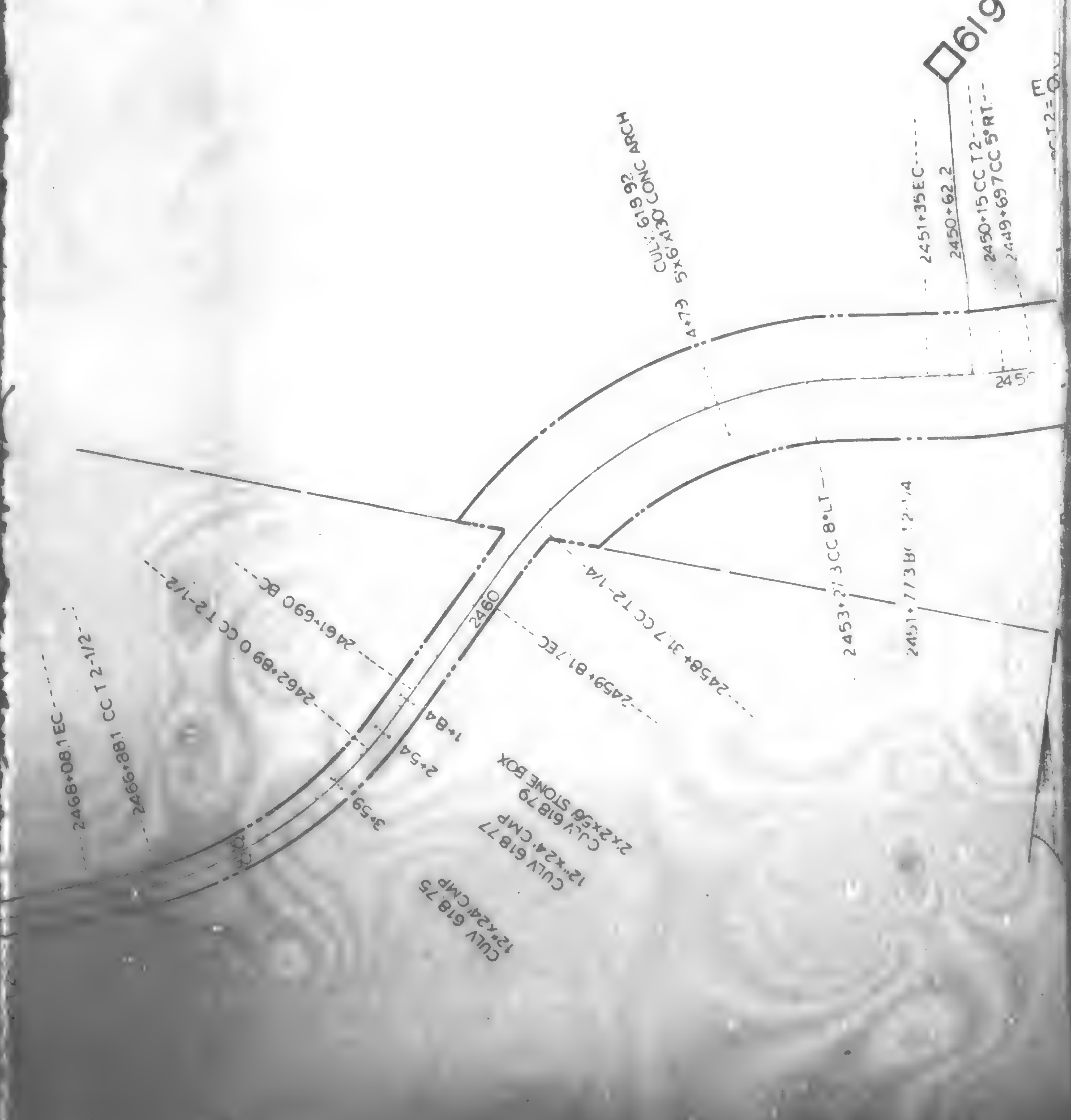
SISKIYOU LINE

ANLAUF - DIVIDE

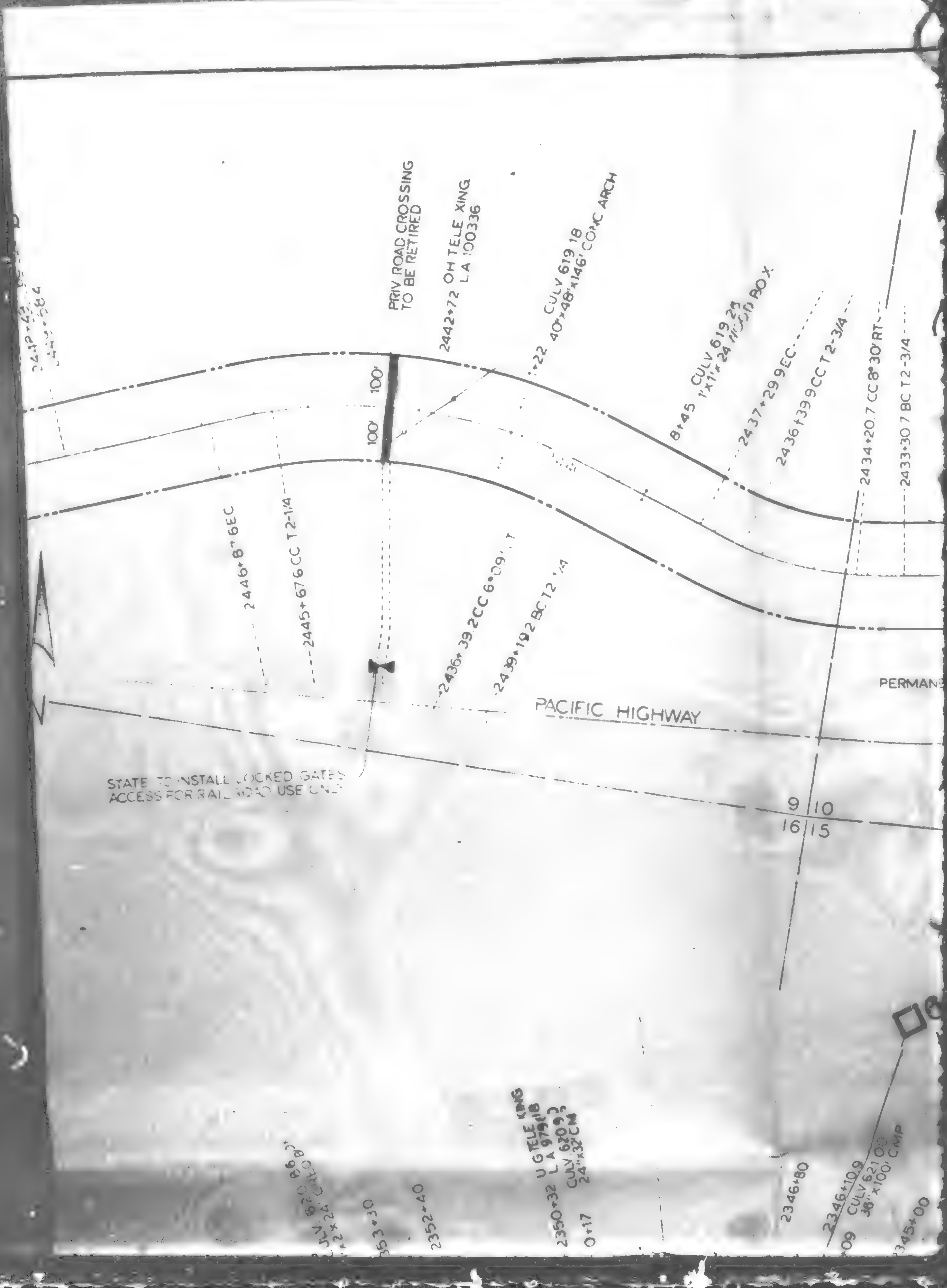
EASEMENT FOR STATE HIGHWAY I-5
OREGON STATE HIGHWAY DIVISION

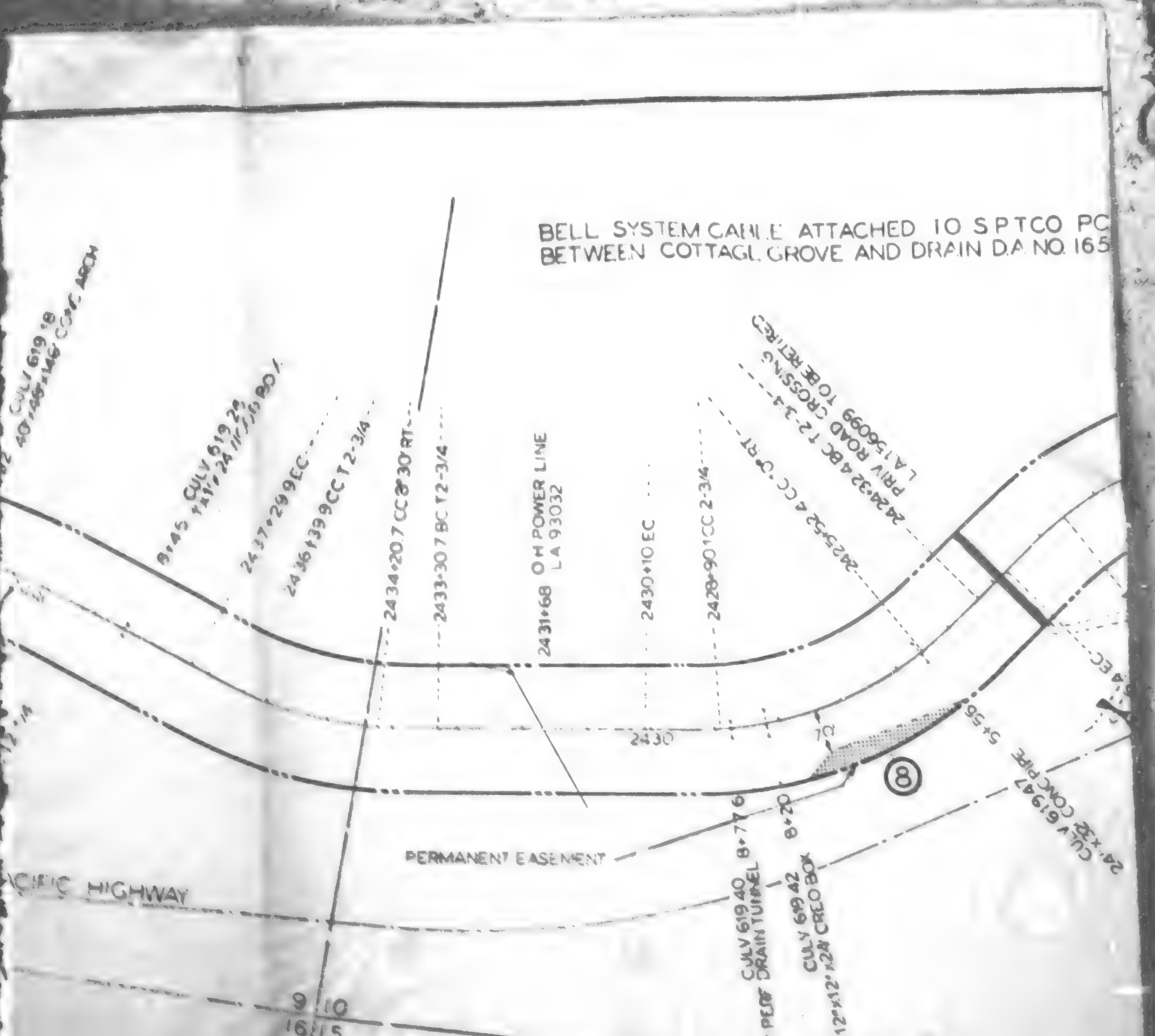
SCALE 1" = 200'	OREGON DIVISION
DRAWN BY EHD	VAL. SEC. 16 SHEET NO 48
ROUTE NO. C MP 614.94	DRAWING NO. F-1603
DATE FEB. 23, 1978	
REVISED TO [illegible] 4 1978	

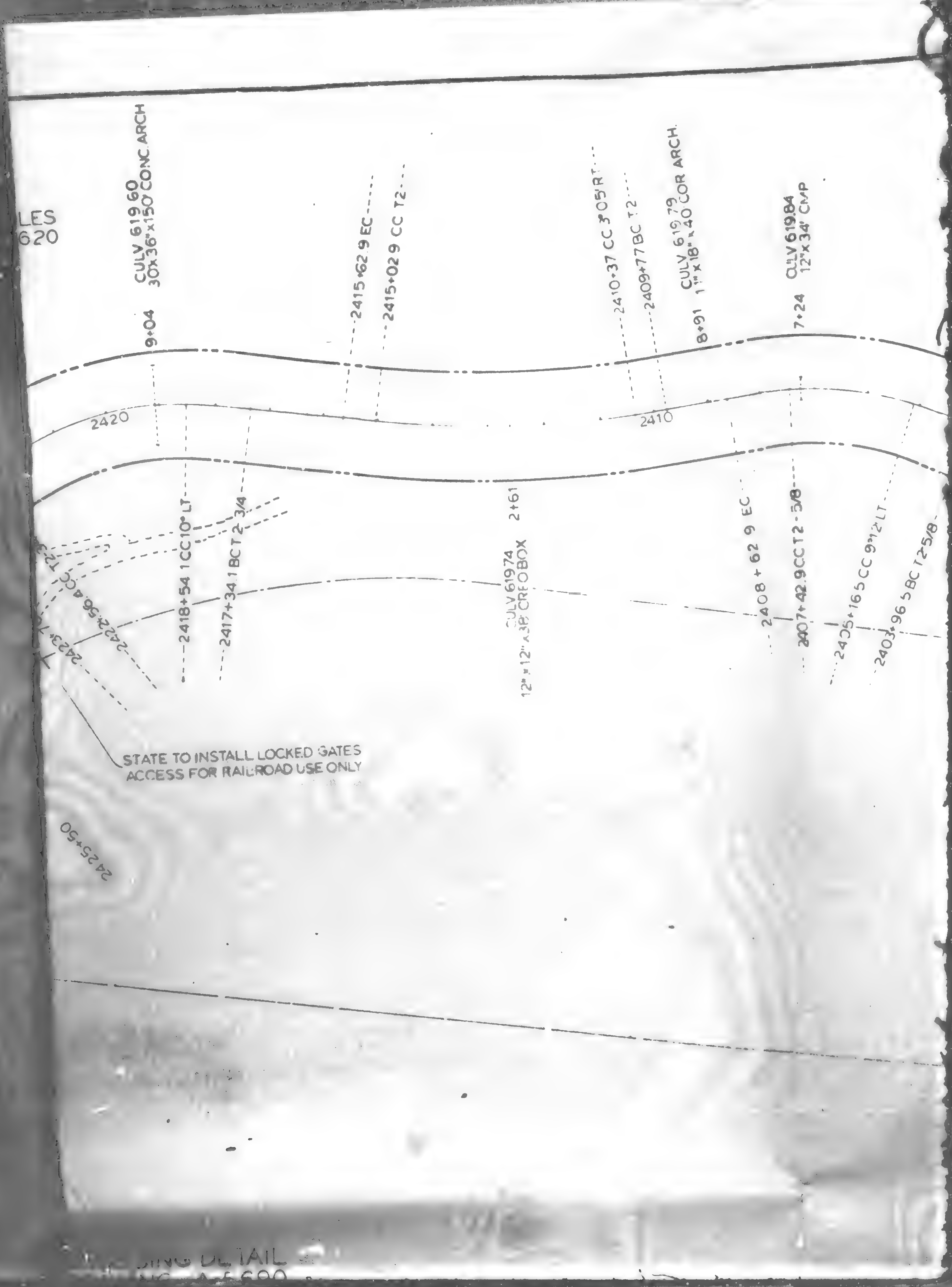

618.50
MATCH MARK NEXT SHEET
2475+25 PRIV ROAD CROSSING
L.A. NO 154500 TO BE RETIRED
2472+27 UG 1" WATER LINE L.A. NO 97946
CULV 618.59
21"x36" CMP
2+17
TO BLACK BUTTE
2477+02.2
2470
2471+25.5 CC 6°51' LT.
2469+45.5 BC T 2
2468+08.1 EC
2466+88.1 CC T 2-1/2
CC T 2-1/2


619
E
2451+35 EC
2450+62.2
2450+15 CC T2
2449+697 CC 5° RT
CULV 619 92
5'x6'x130' CONC ARCH
4+73
2450
2453+2?3 CC 8° LT
2451+773 BC 12-1/4
2458+31.7 CC T2-1/4
2459+81.7 EC
2460
2461+690 BC
2462+890 CC T2-1/2
2466+881 CC T2-1/2
2468+08.1 EC
1+84
2+54
3+59
CULV 618 79
2'x2'x58' STONE BOX
CULV 618 77
12"x24' CMP
CULV 618.75
12"x24' CMP

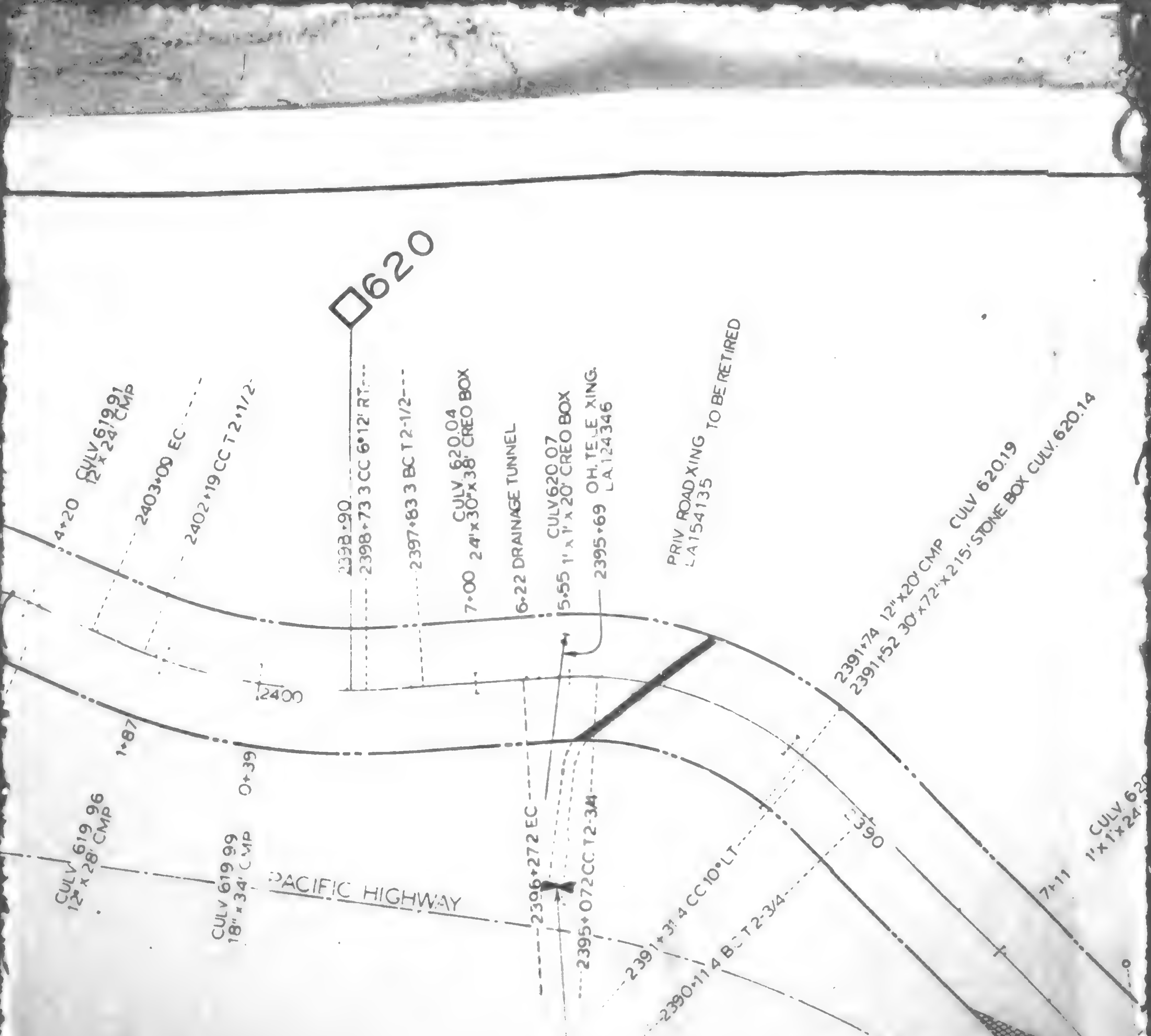
FOR CROSSING DETAILS

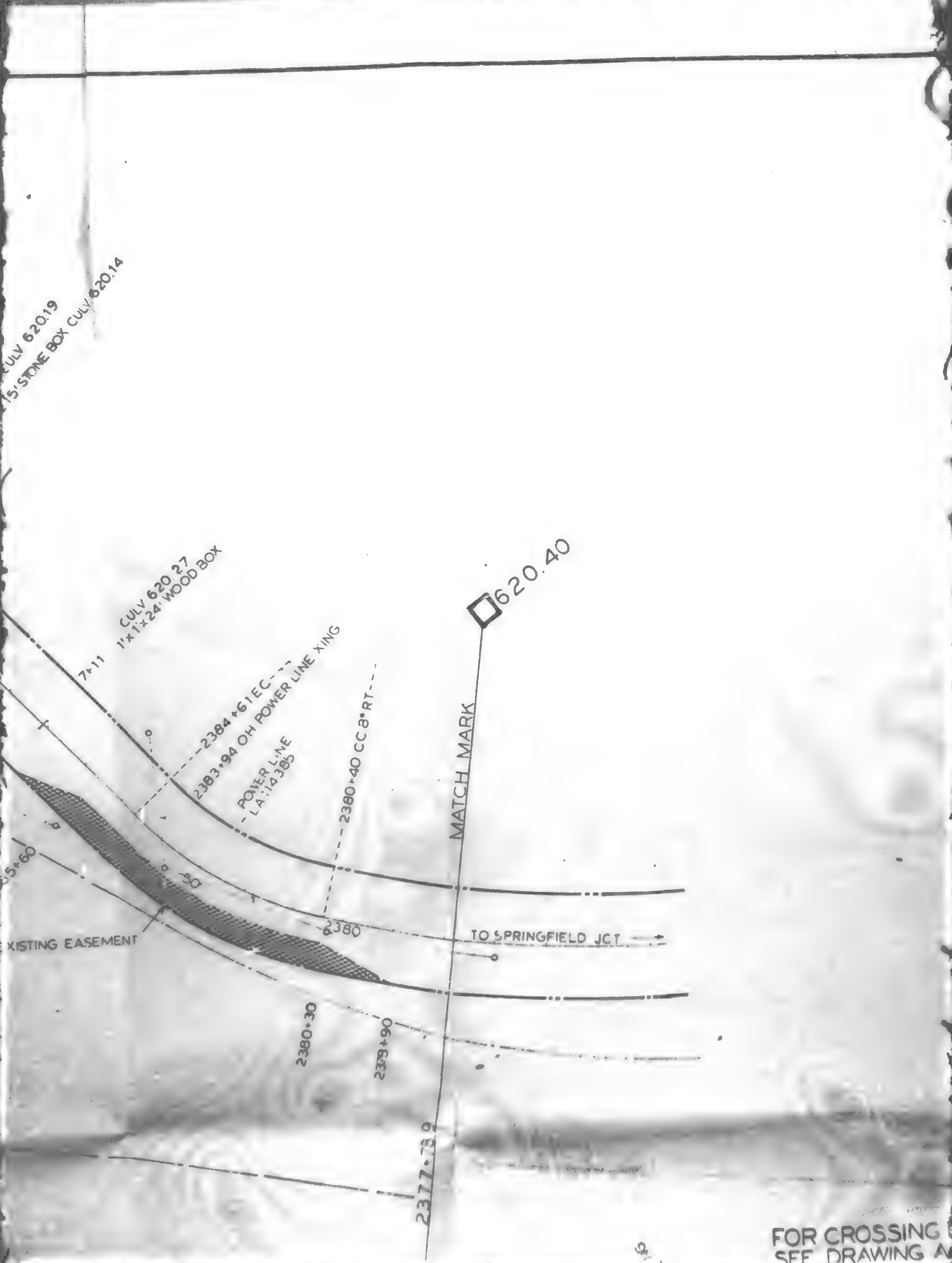

PRIV ROAD CROSSING TO BE RETIRED
2442+72 OH TELE XING L A 100336
+22 CULV 619 18 40"×48"×146' CONC ARCH
8+45 CULV 619 23 1'×1'×24 WOOD BOX
2437+29 9EC
2436+39 9CC T 2-3/4
2434+20 7 CC 8°30' RT
2433+30 7 BC T 2-3/4
100'
100'
2446+8 6EC
2445+67 6CC T 2-1/4
2436+39 2CC 6°09' T
2439+19 2 BC T 2-1/4
PACIFIC HIGHWAY
PERMAN
STATE TO INSTALL LOCKED GATES ACCESS FOR RAILROAD USE ONLY
9 10
16 15
CULV 620 86 2×24' CREO BOX
353+30
2352+40
2350+32 U G TELE XING L A 979118
CULV 620 93 24"×32' CM
0+17
2346+80
2346+10 9 CULV 621 09 36"×100' CMP
09
345+00


BELL SYSTEM CABLE ATTACHED TO S P T CO PC
BETWEEN COTTAGE GROVE AND DRAIN D.A. NO. 165
CULV 619.18 40"x48"x146' CONC ARCH
CULV 619.24
2437+29.9 EC
2436+39.9 CC T 2-3/4
2434+20.7 CC @ 30' RT
2433+30.7 BC T 2-3/4
2431+68 O H POWER LINE LA 93032
2430+10 EC
2428+90.1 CC 2-3/4
2425+52.4 CC @ RT
2424+32.4 BC T 2-3/4
PRIV ROAD CROSSING
LA 156099 TO BE RETIRED
2430
70
⑧
5+56
CULV 619.47 24"x32" CONC PIPE
PERMANENT EASEMENT
PACIFIC HIGHWAY
CULV 619.40 12" PERF DRAIN TUNNEL 8+77.6
CULV 619.42 12"x12"x28' CREO BOX 8+20
9 10
16 15
2429+50
2429+20
2428+90.1
2428+50
2427+80
2427+40
621
2346+00
CULV 619.00
CMP
2345+00
LINE XING
FOR
SEE

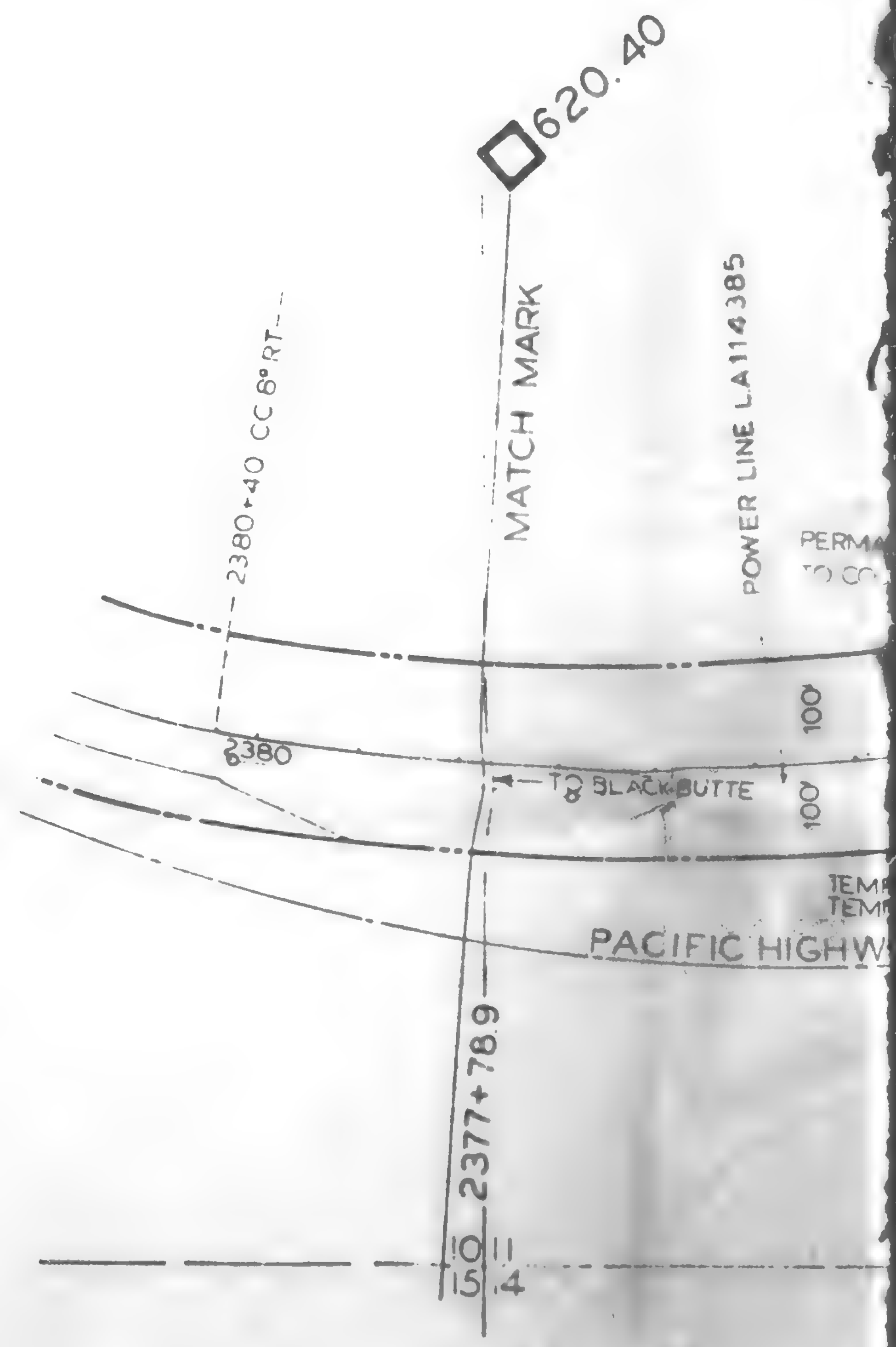

LES
620
CULV 619.60 30x36"x150' CONC ARCH
9+04
2415+62.9 EC
2415+02.9 CC T2
2410+37 CC 3°05' RT
2409+77 BC T2
CULV 619.79 1½"x18"x40' COR ARCH
8+91
CULV 619.84 12"x34' CMP
7+24
2420
2410
2418+54.1 CC 10° LT
2417+34.1 BC T2-3/4
2+61
CULV 619.74 12"x12"x38' CREO BOX
2408+62.9 EC
2407+42.9 CC T2-5/8
2405+16.5 CC 9°12' LT
2403+96.5 BC T2-5/8
2422+56.4 CC
2423+
STATE TO INSTALL LOCKED GATES ACCESS FOR RAILROAD USE ONLY
2425+50

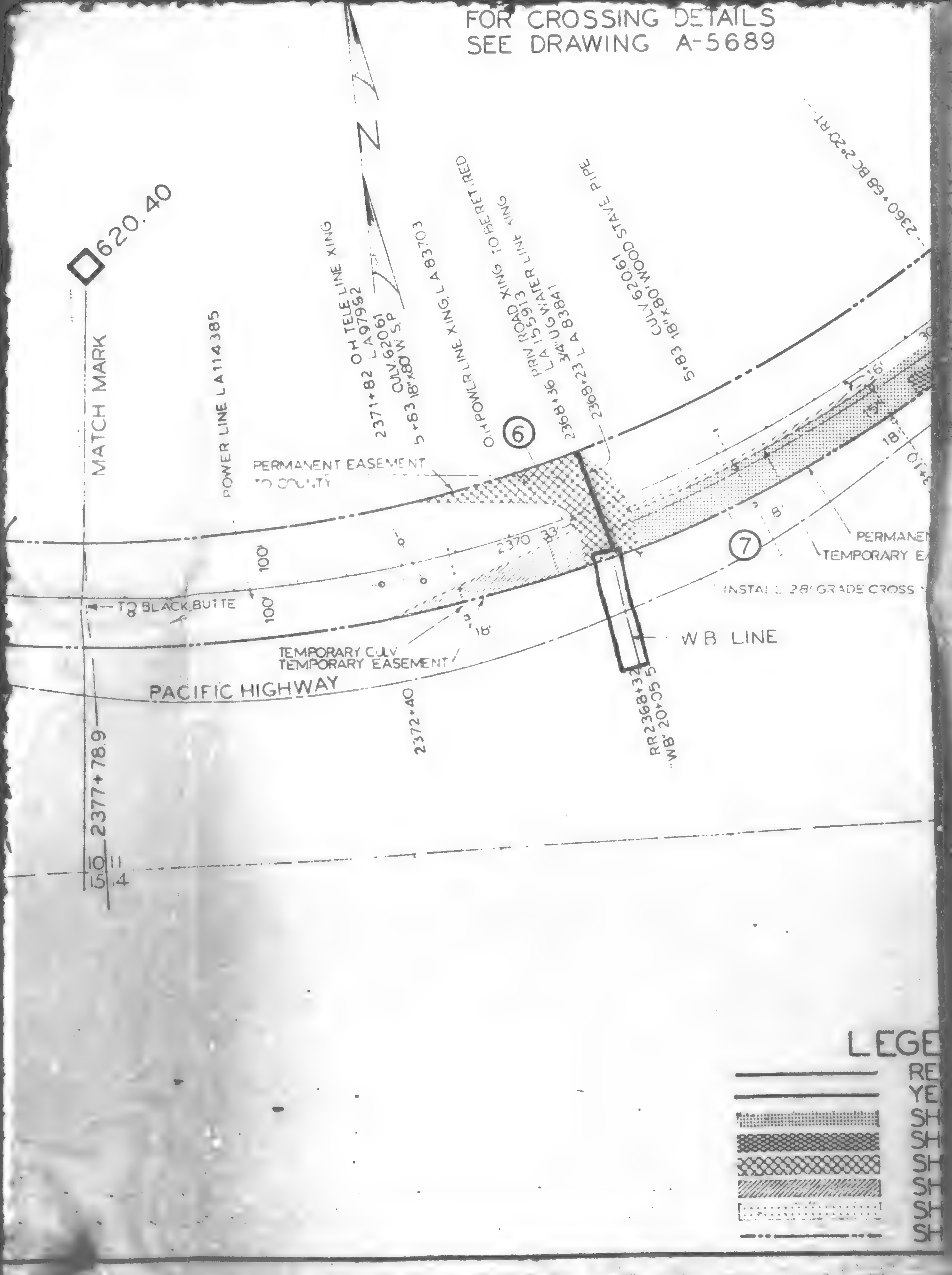
SING DETAIL


620
CULV 619.91 12" x 24' CMP
4+20
2403+00 EC
2402+19 CC T 2+1/2
2398+90
2398+73 3 CC 6°12' RT
2397+83 3 BC T 2-1/2
CULV 620.04 24"x30"x38' CREO BOX
7+00
6+22 DRAINAGE TUNNEL
CULV 620.07 1' x 1' x 20' CREO BOX
5+55
OH. TELE XING. LA 124346
2395+69
PRIV ROAD XING LA154135 TO BE RETIRED
2391+74 12"x20' CMP CULV 620.19
2391+52 30'x72'x215' STONE BOX CULV 620.14
2400
1+87
0+39
CULV 619.96 12" x 28' CMP
CULV 619.99 18" x 34' CMP
PACIFIC HIGHWAY
2396+272 EC
2395+072 CC T 2-3/4
2391+314 CC 10° LT
2390+114 BC T 2-3/4
2390
7+11
CULV 620 1'x1'x24
STATE TO INSTALL LOCKED GATES ACCESS FOR RAILROAD USE ONLY
2386+80
2385+60
EXISTING EASEMENT


CULV 620.19
15' STONE BOX CULV 620.14
CULV 620.27
1'x1'x24' WOOD BOX
7+11
2384+61 EC
2383+94 OH POWER LINE XING
POWER LINE
LA::14385
2380+40 CC 8° RT
620.40
MATCH MARK
5+60
-50
2380
TO SPRINGFIELD JCT
XISTING EASEMENT
2380+30
2379+90
2377+39

FOR CROSSING
SEE DRAWING A


620.40
MATCH MARK
2380+40 CC 8° RT
POWER LINE L.A.114385
PERMA
TO CO
2380
TO BLACK BUTTE
100'
100'
TEMP
TEMP
PACIFIC HIGHW
2377+78.9
10
11
15
4


FOR CROSSING DETAILS
SEE DRAWING A-5689
N
620.40
MATCH MARK
POWER LINE L A 114 385
2371+82 OH TELE LINE XING L A 97962
CULV. 62061
5+63 18"x80' W S.P
0.4 POWLR LINE XING. L A 83703
⑥
PRIV ROAD XING TO BE RET. RED
LA 155913
2368+36 L A WATER LINE XING
3/4" UG
2368+23 L A 83841
CULV 62061
5+83 18"x80' WOOD STAVE PIPE
2360+68 BC 2°20' RT
PERMANENT EASEMENT
TO COUNTY
2370
33'
100'
100'
TO BLACK BUTTE
18'
TEMPORARY CULV
TEMPORARY EASEMENT
PACIFIC HIGHWAY
2372+40
⑦
5'
8'
18'
PERMANEN
TEMPORARY EA
INSTALL 28' GRADE CROSS
WB LINE
RR 2368+32
WB 20+05.5
2377+78.9
10 11
15 .4
LEGE
RE
YE
SH
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SH
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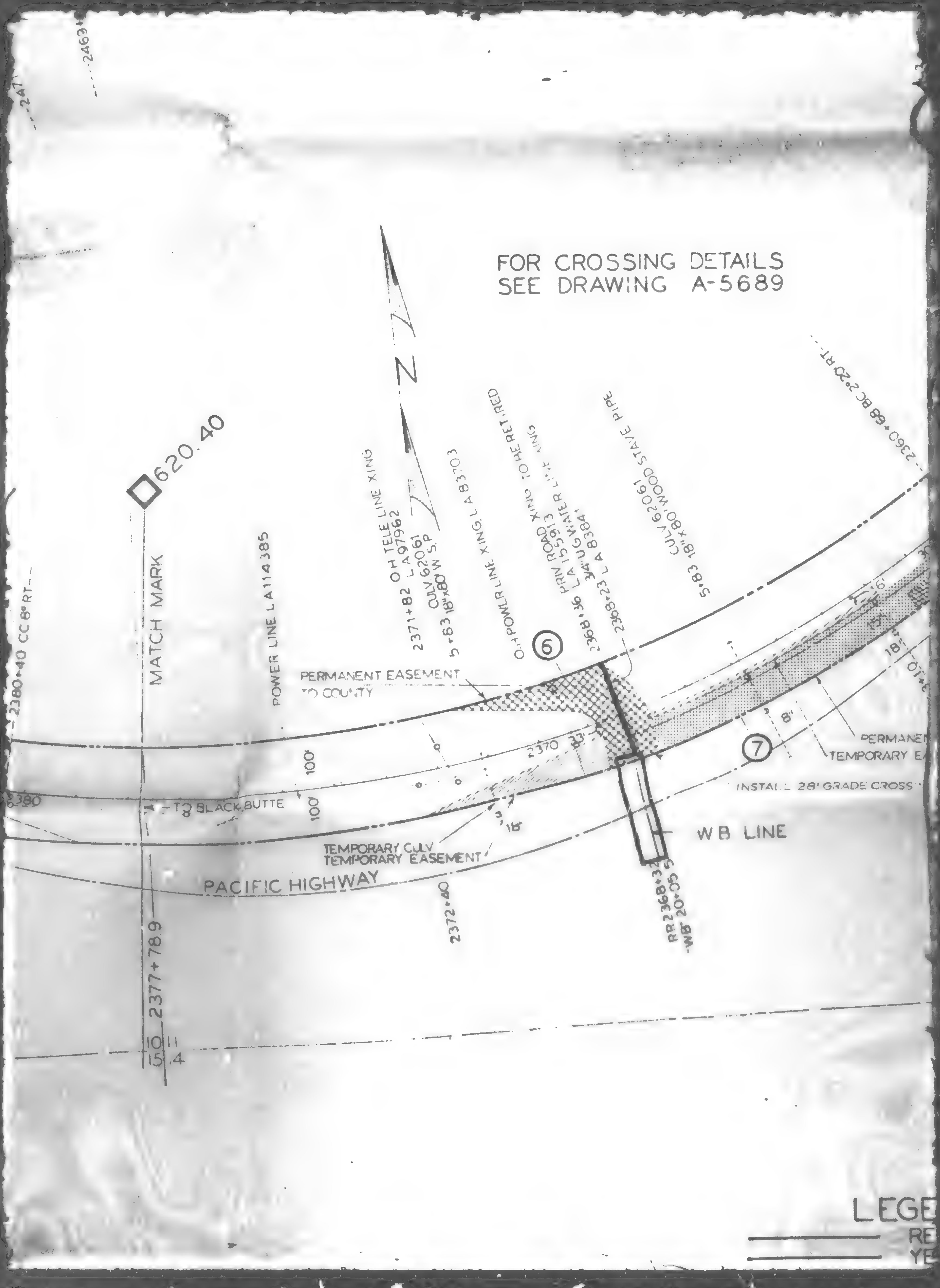
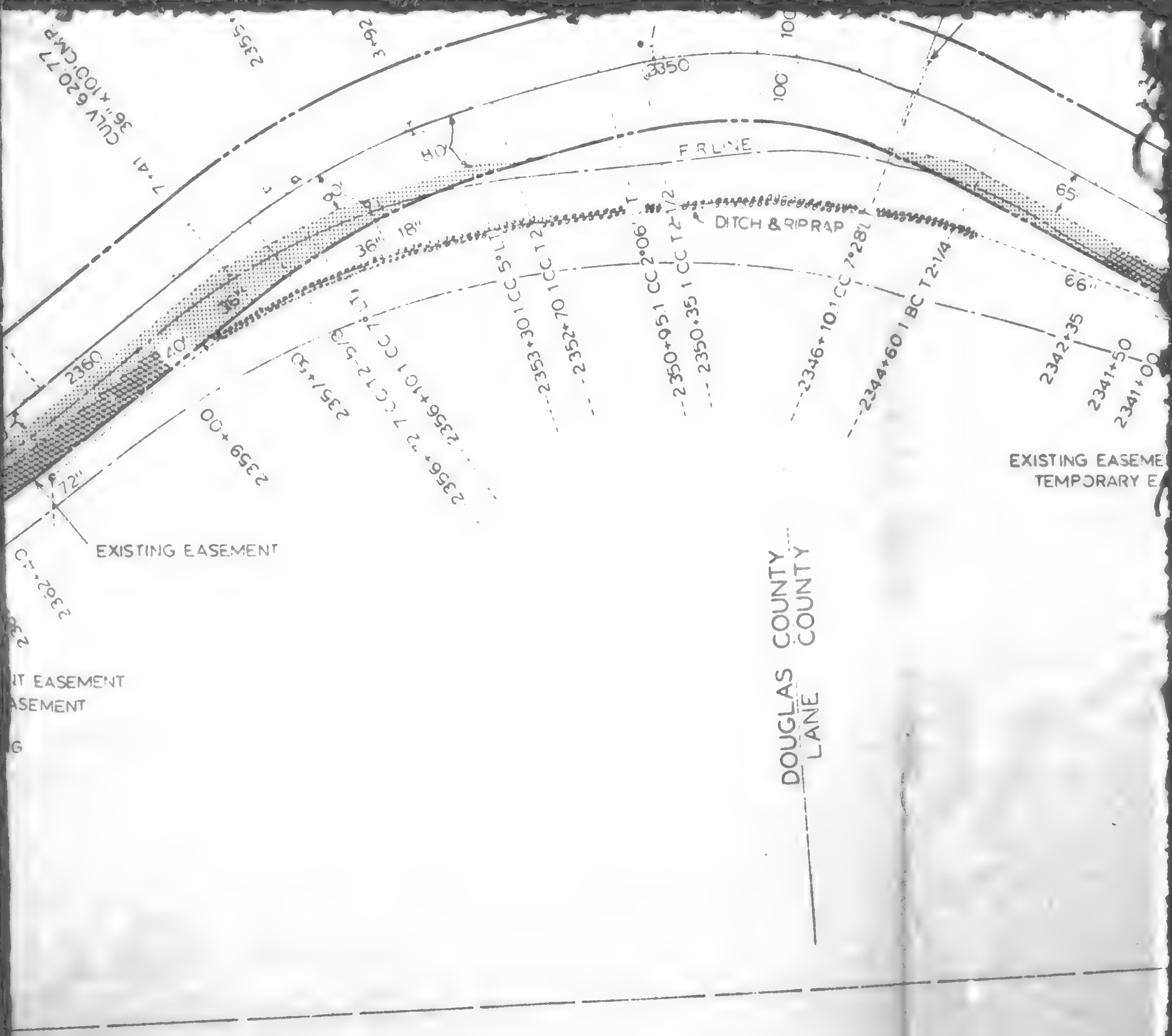
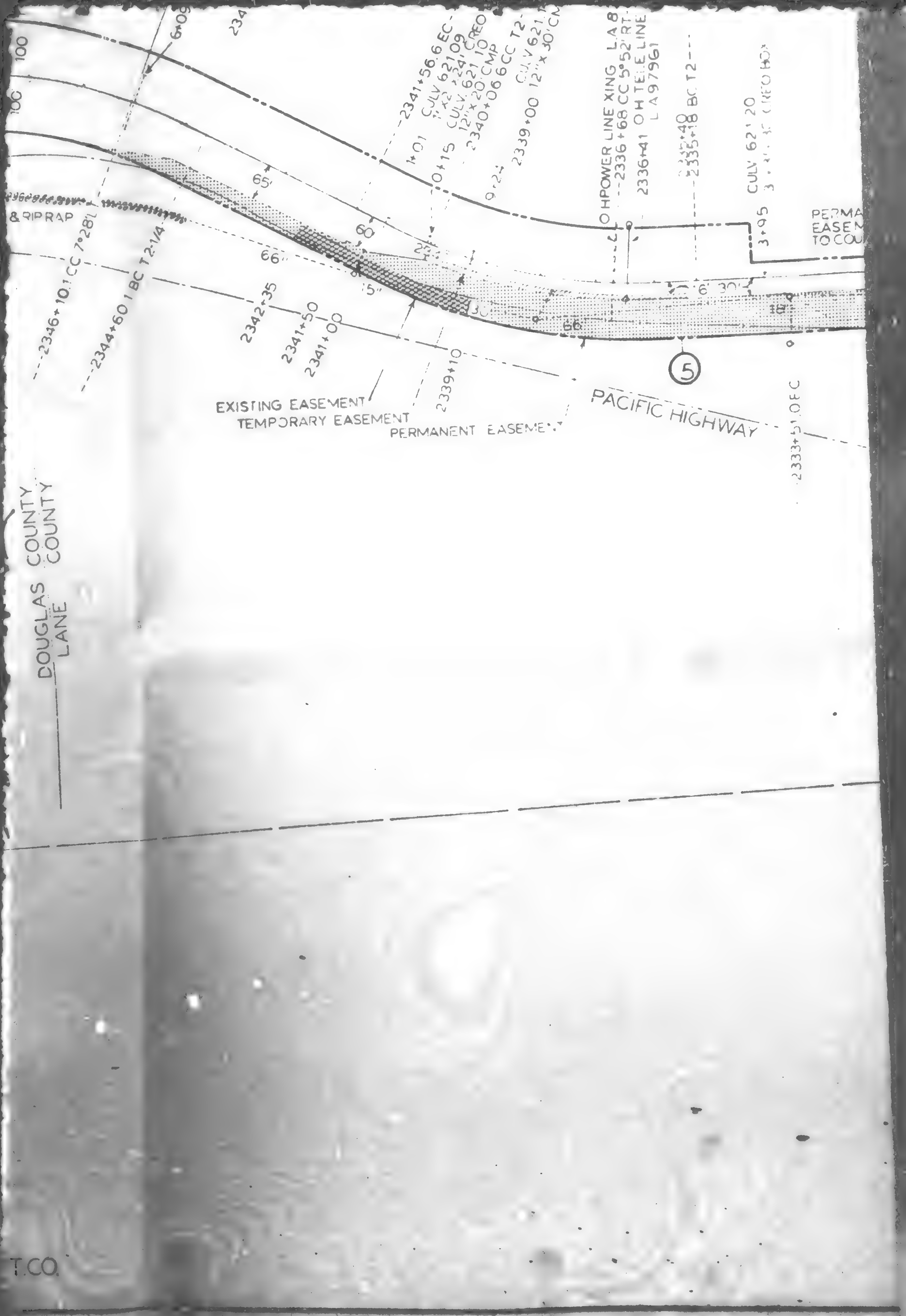


FOR CROSSING DETAILS
SEE DRAWING A-5689

2463+
247
N
620.40
MATCH MARK
2380+40 CC 8° RT.
POWER LINE L A 114385
2371+82 O H TELE LINE XING L A 97962
5+83 CULV. 62061 18"x80' W S.P
O.H POWER LINE XING L A 83703
2368+36 PRIV ROAD XING TO BE RETIRED L A 155913
2368+23 3/4" UG WATER LINE XING L A 83841
5+83 CULV 62061 18"x80' WOOD STAVE PIPE
2360+68 BC 2°20' RT.
⑥
⑦
PERMANENT EASEMENT TO COUNTY
PERMANEN
TEMPORARY E
INSTALL 28' GRADE CROSS
2370
33'
100'
100'
16'
18'
8'
2380
T0 BLACK BUTTE
TEMPORARY CULV
TEMPORARY EASEMENT
PACIFIC HIGHWAY
W B LINE
RR 2368+32
WB 20+05.5
2372+40
2377+78.9
10 11
15 4
LEGE
RE
YE

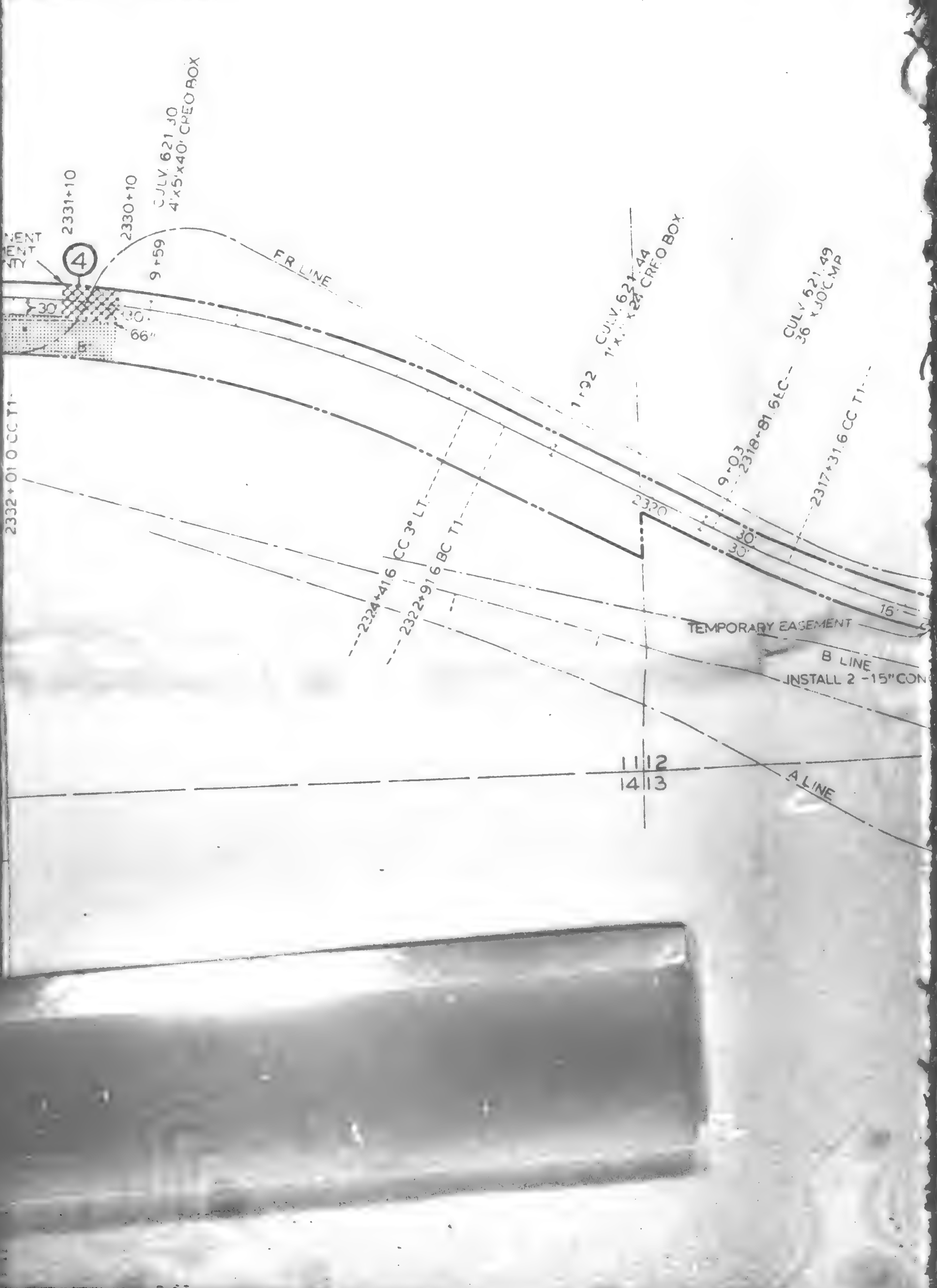

CULV 620+77
36"x100' CMP
7-41
3350
100
100
80'
F R LINE
65'
66"
DITCH & RIPRAP
36"
18"
36"
40'
2360
72"
2353+30.1 CC 5°
2352+70.1 CC T 1/2
2350+95.1 CC 2°06'
2350+35.1 CC T 1/2
2346+10.1 CC 7°28'
2344+60.1 BC T 2-1/4
2342+35
2341+50
2341+00
2359+00
EXISTING EASEMENT
EXISTING EASEME
TEMPORARY E
NT EASEMENT
ASEMENT
DOUGLAS COUNTY
LANE COUNTY

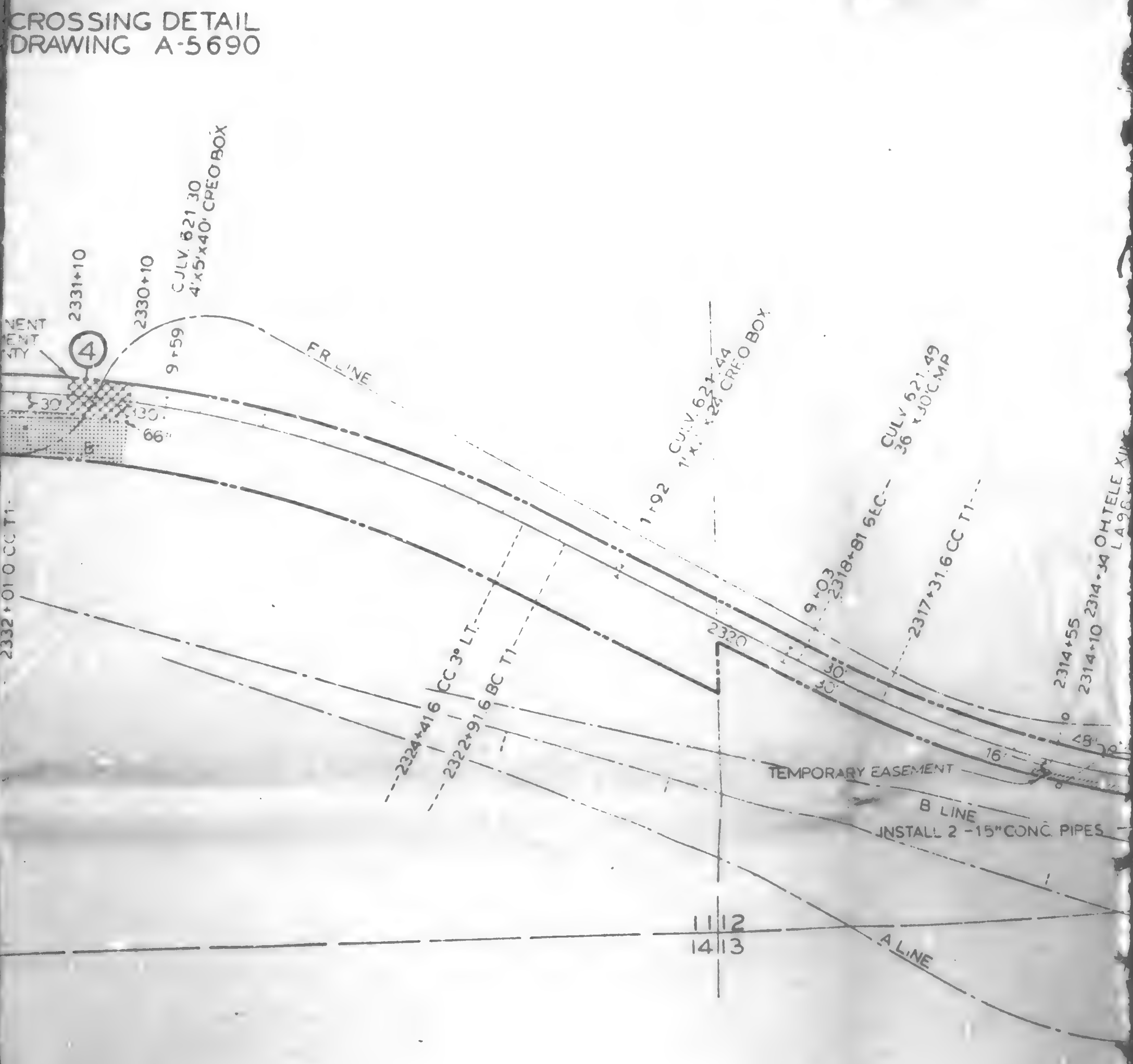
ND
D SHOWS NEW WORK
LLOW SHOWS RETIRE
OWS PERMANENT EASEMENT TO STATE
OWS EXISTING EASEMENT
OWS PERMANENT EASEMENT TO COUNTY
OWS TEMPORARY EASEMENT
OWS EASEMENT TO BE RELINQUISHED BY STATE TO S.P.T.CO.
EWS S.P.T.CO PROPERTY LINE

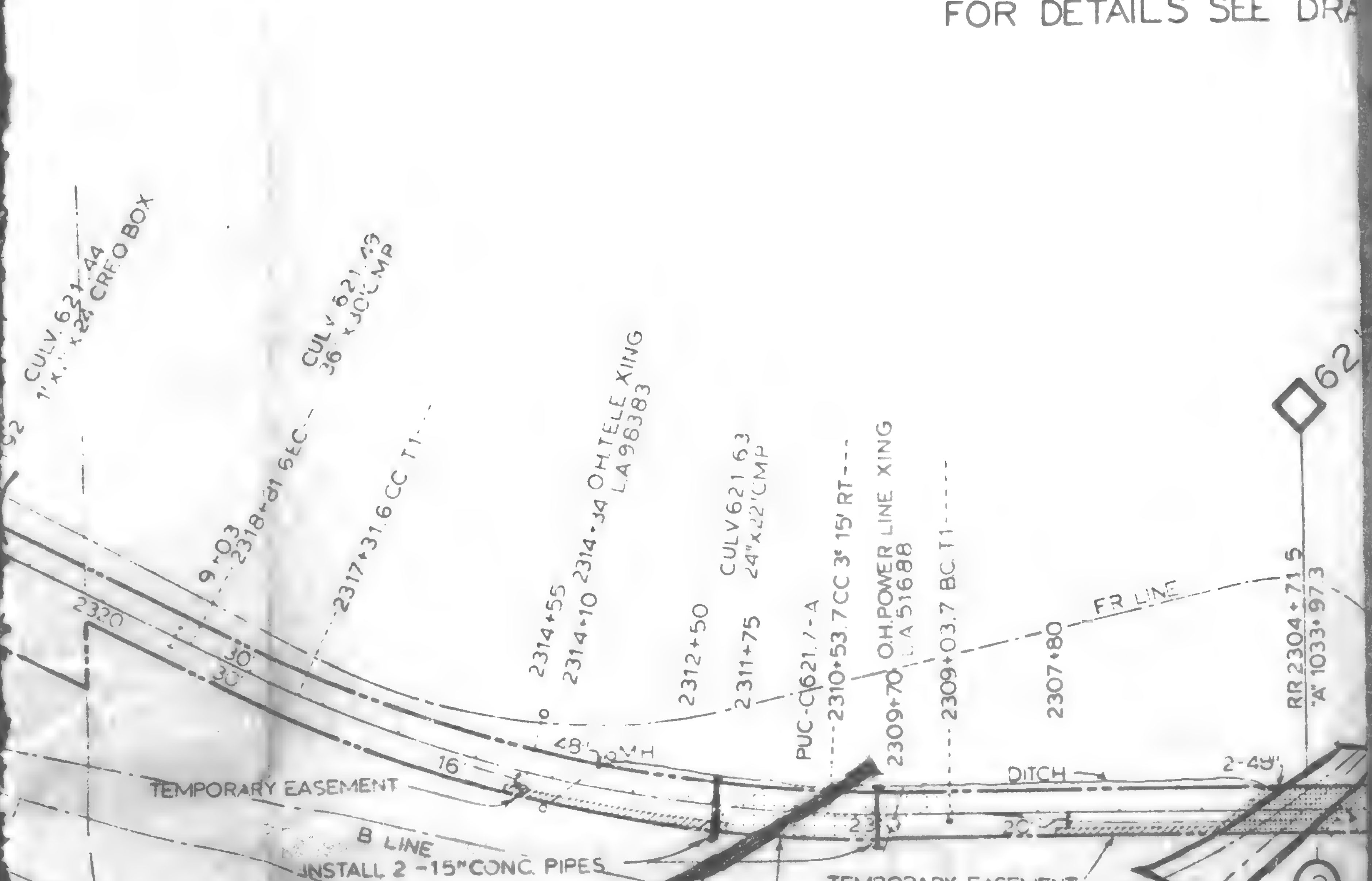


& RIPRAP
2346+10.1 CC 7°28'L
2344+60.1 BC T2-14
2342+35
2341+50
2341+00
2339+10
2341+56.6 EC
CULV 621.09
2340+06.6 CC T2-
2339+00 12"x 30" CM
OH POWER LINE XING LA 8
2336+68 CC 5°52' RT
2336+41 OH TELE LINE
LA 97961
2335+40
2335+18 BC T2
CULV 621.20
PERMA
EASEM
TO COU
65'
60'
66'
66
6' 30'
18'
⑤
EXISTING EASEMENT
TEMPORARY EASEMENT
PERMANENT EASEMENT
PACIFIC HIGHWAY
2333+51 OF C
DOUGLAS COUNTY
LANE COUNTY
T.CO.

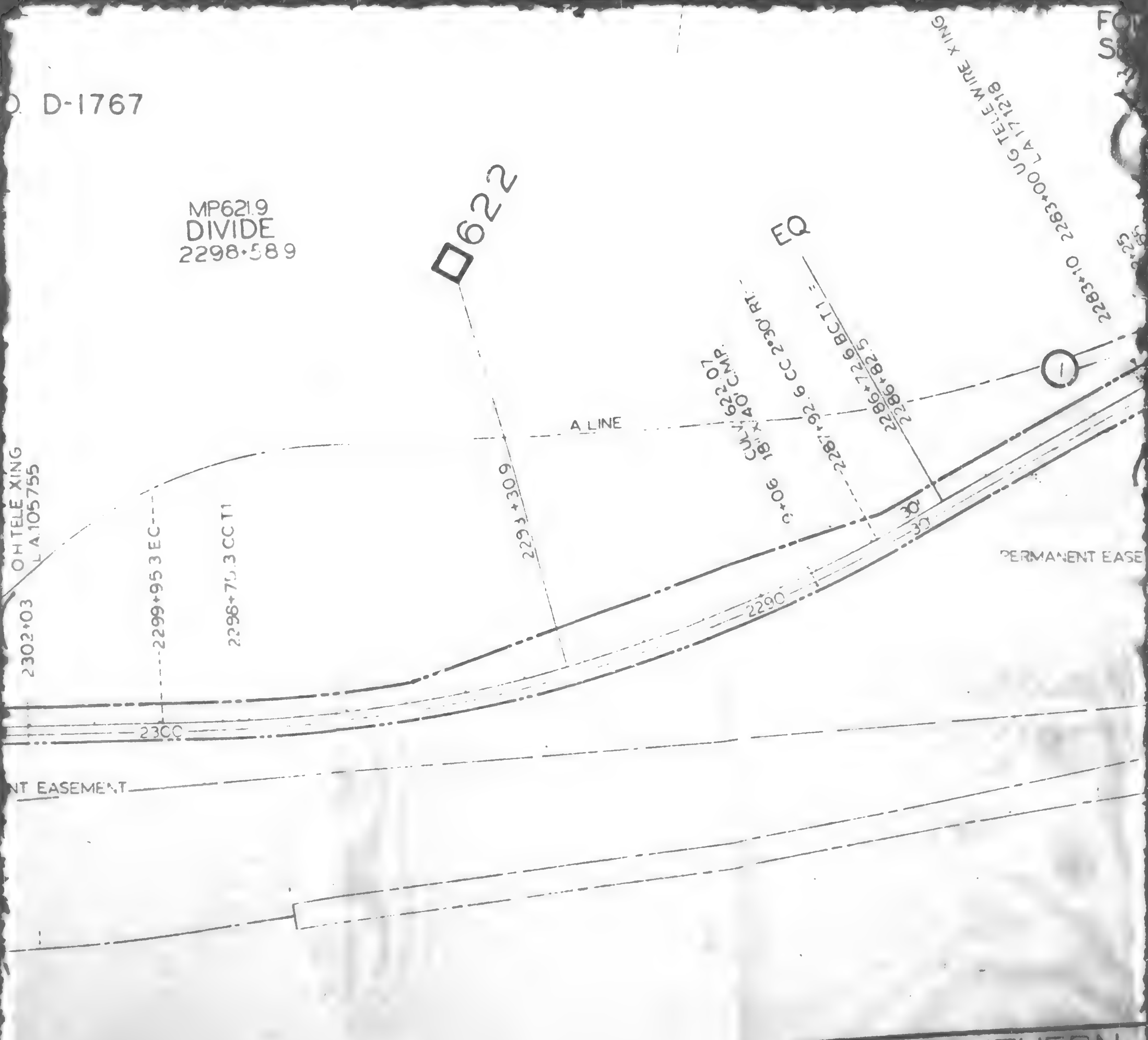
CROSSING DETAIL
DRAWING A-5690


2331+10
2330+10
CULV. 621.30
4'x5'x40' CREO BOX
④
NENT
ENT
TY
9+59
FR LINE
30
30'
66"
CULV. 621.44
1'x1'x24' CREO BOX
1+92
CULV. 621.49
36"x30' C.M.P.
9+03
2318+81.6 LC
2317+31.6 CC T1
2332+01.0 CC T1
2320
30'
30'
2324+41.6 CC 3° LT.
2322+91.6 BC T1
16'
TEMPORARY EASEMENT
B LINE
INSTALL 2-15" CON
11 12
14 13
A LINE


CROSSING DETAIL
DRAWING A-5690
NENT
ENT
NTY
④
2331+10
2330+10
CJLV. 621.30
4'x5'x40' CPEO BOX
9+59
FR LINE
30
30'
66"
2332+01.0 CC T1
CULV. 621.44
1'x1'x24' CREO BOX
1+92
CULV 621.49
36"x30' C.M.P.
9+03
2318+81 SEC.
2317+31.6 CC T1
2314+55
2314+10
2314+34 OH TELE XING
LA 96
2320
30'
30'
48'
16'
2324+41.6 CC 3° LT.
2322+91.6 BC T1
TEMPORARY EASEMENT
B LINE
INSTALL 2-15" CONC. PIPES
11 12
14 13
A LINE


FOR DETAILS SEE DRA
CULV. 621+44
1'X 1'X 24' CRF O BOX
CULV 621.43
36" X 30' CMP
9+03
2318+81.6 EC
2317+31.6 CC T1
2314+34 O.H.TELE XING
L.A 96383
2314+55
2314+10
CULV 621.63
24"X 22' CMP
2312+50
2311+75
PUC-C621.7-A
2310+53.7 CC 3° 15' RT
O.H. POWER LINE XING
L.A 51688
2309+70
2309+03.7 BC T1
2307+80
RR 2304+71.5
'A' 1033+97.3
62
F.R. LINE
2320
30'
30'
48'
16
MH
DITCH
2-48"
23
20
TEMPORARY EASEMENT
B LINE
INSTALL 2-15" CONC. PIPES
TEMPORARY EASEMENT
EASEMENT TO BE RELINQUISHED
TO S.P.T. CO. BY STATE
②
11 12
14 13
A LINE
PACIFIC HI
T. 21 S, R. 4 W., W.M

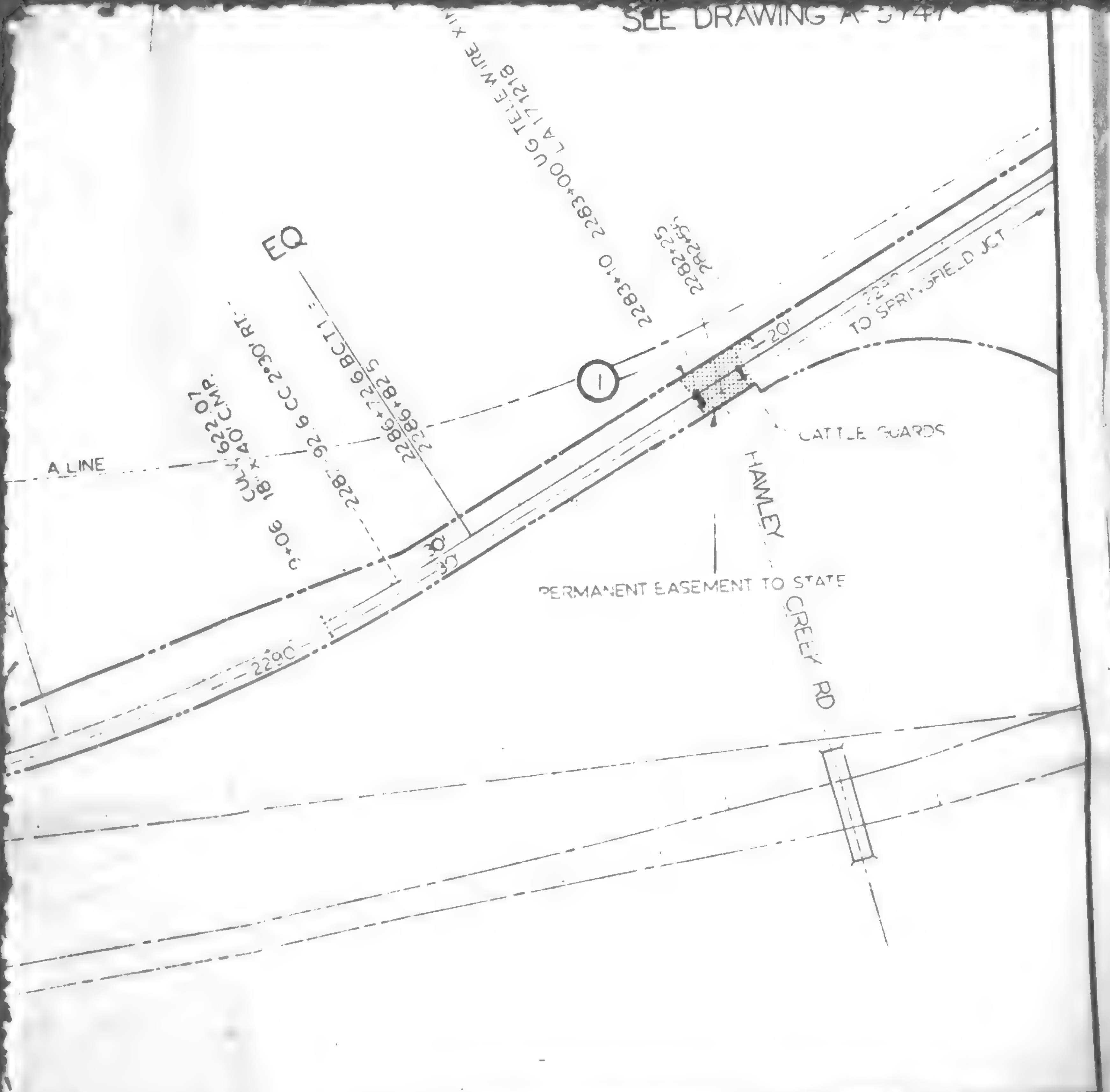
O. D-1767


MP621.9
DIVIDE
2298+58.9
622
EQ
2283+00 UG TELE WIRE XING
L A 171218
2283+10
2283+25
CULV 622.07
18" X 40' C.M.P.
2288+06
2287+92.6 CC 2°30' RT
2286+72.6 BC T1
2286+82.5
1
A LINE
OH TELE XING
L A 105755
2302+03
2299+95.3 EC
2298+75.3 CC T1
2293+30.9
30'
30'
2290
2300
PERMANENT EASE
NT EASEMENT
FO
S

SOUTHERN
TRANSPORTATIO
OFFICE OF DIVISION
UNION STATION PORTLAN
SISKIYOU
ANLAUF

EASEMENT FOR
OREGON STATE

SCALE 1" = 200'
DRAWN BY EHD
ROUTE NO C MP 619.40
DATE FEB. 23, 1978
REVISED TO


SEE DRAWING A-5747
2283+00 UG TEL WIRE X'ING L A 1717218
2283+10
2282+25
2282+45
EQ
①
20'
2290
TO SPRINGFIELD JCT
CATTLE GUARDS
A LINE
CULV. 622.07
18" x 40' CMP
2286+82.5
2286+22.6 BC T.1
2286+92.6 CC 2°30' RT
30
30
HAWLEY CREEK RD
PERMANENT EASEMENT TO STATE
2290

SOUTHERN PACIFIC
TRANSPORTATION COMPANY
OFFICE OF DIVISION ENGINEER
UNION STATION PORTLAND OREGON 97209

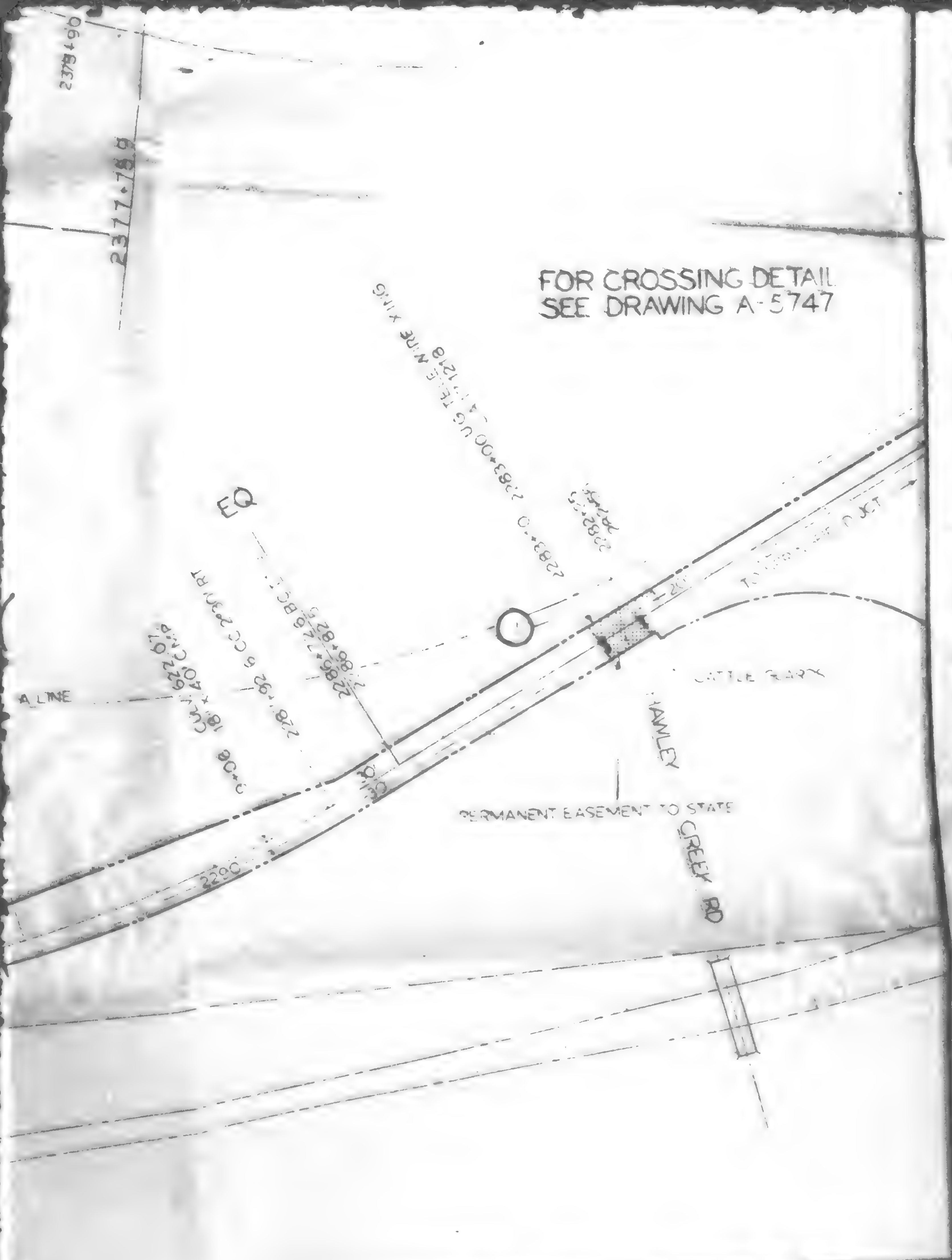
SISKIYOU LINE

ANLAUF - DIVIDE

EASEMENT FOR STATE HIGHWAY I-5
OREGON STATE HIGHWAY DIVISION

SCALE 1" = 200'
DRAWN BY EHD
ROUTE NO C MP 619.40
DATE FEB. 23, 1978
REVISED TO [illegible] 4 1978

OREGON DIVISION
VAL SEC 16 SHEET NO 49
DRAWING NO F-1604


2378+90
2377+78.9
EQ
A LINE
2283+00 UG TE & WIRE XING
2290
HAWLEY CREEK RD
PERMANENT EASEMENT TO STATE

FOR CROSSING DETAIL
SEE DRAWING A-5747

SOUTHERN PACIFIC
TRANSPORTATION COMPANY
OFFICE OF DIVISION ENGINEER
UNION STATION PORTLAND OREGON 97209

SISKIYOU LINE
ANLAUF - DIVIDE

EASEMENT FOR STATE HIGHWAY I-5
OREGON STATE HIGHWAY DIVISION

DEPARTMENT OF JUSTICE

Memorandum

TO: Jim Durham
Chief Trial Counsel

DATE: May 26, 1978

FROM: Jack L. Sollis
Assistant Attorney General and Counsel

NOTED
S. HUNTER

Comstock -
Unlauf
Sec.

SUBJECT: FED Action State Highway Division File No. 48792

Attached please find a copy of the option warranty deed rental agreement and other pertinent information relating to the above file.

The former owners who are now renting from the Highway Division have refused to move and it is necessary that the State obtain possession of the property in order to award a multi-million dollar contract.

I would appreciate it if you could have somebody file an FED action and get them out as soon as possible. I am also enclosing the forms for a FED action that are required for use in Douglas County.

The only piece of necessary information that I do not have is the final 30 day notice to vacate which set a vacation date of June 12, 1978. I will have that information within a day or two.

The tenants are entitled to remain in possession until June 12, but have indicated that they will not move until they find another house and as of yet, they are nowhere near closing any transaction for another place to live. Mr. Doug Luth, the Relocation Supervisor in the Highway Division, is one contact that can be used as well as Virgil Wilson a Right of Way Supervisor in Roseburg.

JLS:sjb
attachments

cc: ~~J.~~ B. Boyd
Neil Flanagan
Doug Luth
Virgil Wilson

RECEIVED
TECHNICAL SERVICES
MAY 31 '78
REFER
FC
Info Inves R/D D/A Sig Act File

RIGHT OF WAY SECTION
RECEIVED
1978

cc ES Hunter
only Woodstock
we have permit of entry
RK
on 5/30/78

R

9037

ASPHALT PAVEMENT
ASSOCIATION OF OREGON

MIKE HUDDLESTO
Executive Direct
BERNIE HAYE
Preside
BOB COPELAN
Vice Preside
GARY WILDIS
Secretary / Treasur

3747 Market Street, N.E. – Salem, Oregon 973
(503) 363-38

RECEIVED
STATE HWY ENGR
MAY 25 '78
REFER TO
FOR
Info Inve R.D D.R Sign Act File

May 24, 1978

Mr. Scott Coulter
Highway Engineer
130 Transportation Building
Salem, Oregon 97310

Dear Scott:

I am writing to you concerning the Martin Creek-Anlauf Intchge job to be let June 22, 1978.

My concern has to do with the possible asphalt price change during the 1200 calendar days allowed to complete the work. It is true that all materials used on this job will be subject to normal inflation and price increases during the life of the job but only asphalt may be subject to acts of the President and Congress due to their continued work on an Energy bill.

I would suggest you let the bids based on the price listed for the asphalt in the bid documents but include a provision in the specials that would would allow escalation due to government imposed taxes. A sample spec would read:

Liquid Asphalt Price:

The State may upon proper certification and documentation allow 90% of any increase in liquid asphalt prices during the life of this contract when such price increases are defined in and due solely to the acts of Congress and/or the President of the United States. ~~Such increase shall include but not be limited~~ To be elegible for consideration under this specification the act that results in a price increase shall be a surcharge or tax on the crude or refined petroleum. Such acts shall include but not be limited to the following: Well Head Tax; Import Duty Tax; or Barrel Tax.

BOARD OF DIRECTORS: Alan Hay, Pete Idlewine, Francis Lulay, Bill McConnell, Jan Morm, Rob Wi

ASPHALT PAVEMENT
ASSOCIATION OF OREGON

MIKE HUDDLESTON
Executive Director
BERNIE HAYES
President
BOB COPELAND
Vice President
GARY WILDISH
Secretary / Treasurer

3747 Market Street, N.E. — Salem, Oregon 97301
(503) 363-3858

Huddleston got input from Compton Bablen Kermit Spencer
All in favor of protection for special taxes. —

ROUTED
H. S. CO[illegible]

May 24, 1978

RECEIVED
STATE HWY ENGR
~~25~~ 31
MAY '78
REFER TO
Ed Hunta
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Please prepare spec change for this project and others coming up ~~for~~ which time runs beyond 1979 construction season. Use on that kind of job until Energy bill becomes a reality. —

Mr. Scott Coulter
Highway Engineer
130 Transportation Building
Salem, Oregon 97310

Dear Scott:

I am writing to you concerning the Martin Creek-Anlauf Intchge job to be let June 22, 1978.

My concern has to do with the possible asphalt price change during the 1200 calendar days allowed to complete the work. It is true that all materials used on this job will be subject to normal inflation and price increases during the life of the job but only asphalt may be subject to acts of the President and Congress due to their continued work on an Energy bill.

I would suggest you let the bids based on the price listed for the asphalt in the bid documents but include a provision in the specials that would would allow escalation due to government imposed taxes. A sample spec would read:

Liquid Asphalt Price:

The State may upon proper certification and documentation allow 90% of any increase in liquid asphalt prices during the life of this contract when such price increases are due solely to the acts of Congress and/or the President of the United States. Such increase shall include but not be limited

Discussed with individual commission members 5/30/78 and FBK — Also with Pete Idlewine who was staunch supporter of actions we took following special session legislation on petroleum increases. — All believed this type provision would be appropriate for long time projects until Energy Bill becomes law. — HSC

PAVING THE WAY WITH SMOOTH, SAFE, DURABLE SURFACE

BOARD OF DIRECTORS: Alan Hay, Pete Idlewine, Francis Lulay, Bill McConnell, Jon Morse, Bob Wienert

to the following: Well Head Tax; Import Duty Tax; Barrel Tax or actions of the OPEC countries.

I believe the Corps. of Engineers' standard contracts have a provision such as this.

I have also written our National Association for sample specs.

Sincerely yours,

Mike Huddleston

Mike Huddleston, P.E.
Executive Director

MH/jh

4037 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 24, 1978

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: File 49675

Martin Cr. - Comstock
~~Pacific Hwy.~~
Douglas Co.

TO: J. H. Versteeg
Head of Engineering

Attached is a letter from Weyerhaeuser Company indicating their desire to have their frontage road descriptions prepared now. Would you please have the necessary descriptions prepared. Floyd Scott already has the field information.

2 Desc. to Rod Henry 6-6-78.
J.

RJH:jk
attachment

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
2 Scott & 5-26
Savage

RECEIVED
MAY 25 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Weyerhaeuser Company

P.O. Box 275
Springfield, Oregon 97477
A/C 503 • 746-2511

May 22, 1978

Virgil Wilson
Right-of-Way Supervisor
Oregon State Highway Division
1058 West Harvard Blvd.
Roseburg, Oregon 97470

Reference: File No. 49675, Divide-Comstock

Dear Virgil:

Frank Williams and I discussed your request to delay granting of the access easements until the roads had been completed. It is our position that the centerline of the easements has been established and agreed to by Weyerhaeuser Company and the Oregon State Highway Department. Any change from what was agreed, could impair the location of the roads Weyerhaeuser intends to construct beyond the end of these easements.

We ask that the Oregon State Highway Department complete the easement grant as agreed and as soon as possible. It is also understood that the actual centerline of the road may not be the centerline of the easement - this should not be a problem or require any additional description changes.

If you wish to discuss this in more detail, give me a call at this office.

Sincerely yours,

Jack

J. W. Gischel, Jr.
Land Use Supervisor

JWG:bt

RECEIVED
MAY 23 1978
ROSEBURG R/W

103

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. -Salem OR 97301

DATE: May 18, 1978

In reply refer to: HFO.7-OR

SUBJECT: Oregon Project I-IR-5-3(113)163
Pacific Highway
Martin Creek-Comstock Section
Lane & Douglas Counties
Noise Study Report

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. Hunter, Manager, Technical Services
Oregon Department of Transportation
Salem, Oregon

Your request for an exception to achieving design noise levels of L_{10} 70 dBA at the residential receptor (Station 190) is granted.

We agree with the determination that mitigation would be uneconomical and imprudent since noise levels are already 2dBA above the design level and the projected increase would not significantly affect the quality of living.

P. V. Rice
G. L. Green for

RECEIVED
TECHNICAL SERVICES
MAY 19 '78
REFER TO
cy - Potter
FOR

Info	Invest	R/D	O/R	Sign	Act	File

9037

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 17, 1978

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

TO: Hal Versteeg
Head of Engineering

SUBJECT: File 49675 - Weyerhaeuser
Divide-Comstock Section
Pacific Highway
Lane County

Enclosed are field notes and sketch maps showing centerline alignments for the Weyerhaeuser access roads. Would you please prepare the necessary descriptions and maps.

RJH:jk
enclosures

NOTED
FLOYD O. SCOTT

2 Desc. for easements handed to Rod Henry 6-6-78.
Original field notes returned to Doug Greene 6-7-78. Copies kept in Engineering File (Attached)
S.

RECEIVED
MAY 17 1978
ENGINEERING SECTION

____Versteeg____
____Christensen____
____George____
____Olson____
____Terpin____
____Sullivan____
____Scott____ (5-18)
____Savage____

____Trout____
Do Not File ☐
Return To____
Bring Up____/____/____
Action____

1021

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
I-IR-5-3(113)163

TE PROJECT NO.
See below

COUNTY NAME
Douglas & Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80248

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5/17/78	5/17/78	Interstate 5
		STATE ROUTE NUMBER
		Primary 1

GENERAL LOCATION:

Martin Creek-Anlauf Interchange Section

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave, structures, and illumination.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

RR Protection Services	$200,000
Perm & Temp. Pavement Striping (SF)	17,500
Remove striping (existing & temp.)	5,000
Temporary erosion control (EW)	10,000
~~15 on-the-job trainees~~	~~12,000~~

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's May 15, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $30,646,438, Federal Funds $28,262,144.

A signed copy of the Title Sheet is returned herewith.

5-31

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	
5/17/78	G. K.	for Division Administrator

FORM PR-1240 (REV. 3-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 15, 1978

RECEIVED
TECHNICAL SERVICES

MAY 15 '78

REFER TO

FOR

Info	Inves	R/D	D/R	Adm	Act	File

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PS&E Authorization Request
Martin Creek-Anlauf Int. Section
Project No. I-IR-5-3(113)163

PS&E documents have been submitted to your department for the subject project and, accordingly, we are requesting your authorization to advertise the project for a five week advertising period beginning May 18, 1978 with bids to be received June 22, 1978.

Compliance with paragraph 16 of FHPM 6-4-1-6 has been met concerning product selection; the plans conform to paragraph 5 of FHPM 6-5-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to nonsegregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-1.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

Specified products are included in these projects that have been approved in FHPM memorandum dated March 9, 1964 and supplements thereto. A public interest finding has been made for their use.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by previously submitted utility-railroad status reports.

In conformance with FHPM 6-4-2, subsection 1, paragraph 5j, a review of environmental impact and related statements covered in FHPM 7-7-2 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject projects will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:dmc

4027

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO
I-IR-5-3(113)163

STATE OJECT NO.
See below

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80248

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 5/17/78	FEDERAL ROUTE NUMBER Interstate Route 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Martin Creek-Anlauf Interchange Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility Adjustment
Northwest Pipeline Corporation TEC NTE $48,210,
F.F. $4,445

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's May 3, 1978, letter you are authorized to proceed with the actual adjustments for Northwest Pipeline Corporation's natural gas transmission line relocation.

I approve the agreement with the Utility consisting of verbal notice of conflict and their plans and estimate furnished by Mr. Swan's May 3, 1978 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

F. Note Siva

DATE 5/17/78	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

Con 2-2
T 5

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 3, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem, OR 97301

Natural Gas Transmission Line
Relocation
Northwest Pipeline Corporation
Martin Creek-Anlauf Intchge. Sect.
Pacific Highway
Lane County
Project No. I-IR-5-3(113)163

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Northwest Pipeline Corporation's gas transmission facilities dated April 18, 1978, and a sketch showing their proposed relocation.

A certification prepared by Jack Ayres as to the Corporation's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The Corporation was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation has been issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Corporation's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $48,210.

Sincerely,

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
MAY 22 '78
REFER TO
FOR
Info | Invest | K/D | | Sign | Act | File

DES:JMC:de
enclosure
cc: E. S. Hunter
Jack M. Cartwright

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

ROW 18-2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 16, 1978

SXF 1014
Crossing No. C-617.17

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

Dear Mr. Campbell:

In the matter of the application of Douglas County for the authority, pursuant to ORS 763.020, to construct a grade crossing of Pacific Highway Frontage Road and Southern Pacific Transportation Company, Siskiyou Line, near Comstock, Douglas County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with the application filed in the above-entitled matter. The county road is not under the jurisdiction of the Highway Division.

Subsequent advice on the further proceedings relative to this matter will be appreciated.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
cc: H. S. Coulter
C. T. Keasey
Alfred Shirley
J. L. Sollis

RECEIVED
STATE HWY ENGR
MAY 15 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

Form 81-734-3122 (Rev. 7-77)

ROW 18-2 1

1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

[illegible]
Comstock

May 16, 1978

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

SXF 1015
Crossing No. C-620.58

Dear Mr. Campbell:

In the matter of the application of Douglas County, for the authority, pursuant to ORS 763.020, to construct a grade crossing of Ward Butte Road and Southern Pacific Transportation Company, Siskiyou Line, near Divide, Douglas County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with the application filed in the above-entitled matter. The county road is not under the jurisdiction of the Highway Division.

Subsequent advice on the further proceedings relative to this matter will be appreciated.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
cc: H. S. Coulter
C. T. Keasey
Alfred Shirley
J. L. Sollis

RECEIVED
STATE HWY ENGR
MAY 15 '78
REFER TO

FOR

Info		D	R		Act	

NOTED
H.S. COULTER

Form 81-734-3122

9037 1-5

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/15/78
Donald R Trout

6-22-78 Bid Letting ______ All Clear Deadline

SECTION MARTIN CREEK-ANLAUF INTERCHANGE
Highway Pacific
County Lane & Douglas Region 3
Type of Work G,P,Str., Sign Funds FAI COMB
State __ Consultant __ Plans Avail. __ Yes __ No

I-IR-5-3(113)
163

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☐	☒	☒	☒	☒	Problems covered in plans, spec & permits
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☐	☒	☒	☒	☒	
D.O.G.M.I.	☐	☒	☐	☐	☒	
Corps of Engineers	☐	☒	☐	☐	☒	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	Problems covered on plans & in spec's.

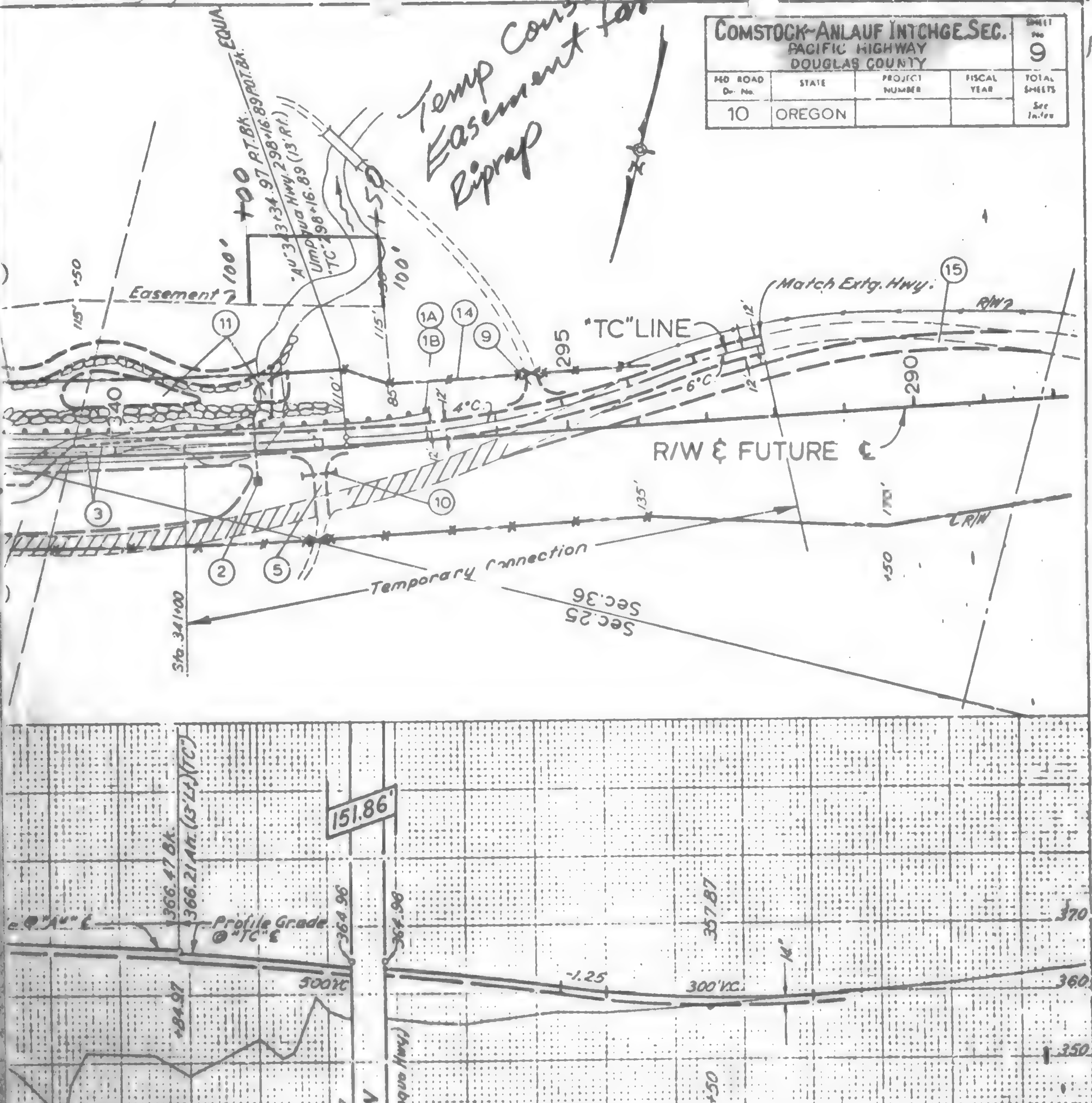
7037

5-15-78
Info to Scott & Mann

I-5

COMSTOCK-ANLAUF INTCHGE. SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 9
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

Temp Const Easement for Riprap



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Umpqua Hwy. 298+16.89 POT. Bk.
"TC" 298+16.89 (13' Rt.)
Match Extg. Hwy.
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"TC" LINE
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6°C
12'
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R/W & FUTURE ℄
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Sec. 25
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366.21 Ah. (13' Lt.) (TC)
Profile Grade @ "Au" ℄
Profile Grade @ "TC" ℄
364.96
364.96
357.87
500' V.C.
-1.25
300' V.C.
14'
370
360
350
340
+84.97
+50
Ground Line @ ℄
"AU" 343+34.97
EQUATION
298+16.89 (Umpqua Hwy.)
TC 298+16.89
Earthwork Distribution, See Sheets 2Q & 2R
340
295
290

Form FHWA 121 (Rev. 5-73) 9037

Con 21-2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: May 12, 1978

In reply refer to: HRW-OR/I-5-3(97)162
I-5-3(107)162

SUBJECT: Oregon Project I-5-3(113)163
Martin Cr.-Anlauf Interchg. Sec.

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

Federal-aid Manager D. E. Swan's letter of May 11, 1978, requests a waiver of the requirements of Para. 5 of FHPM 6-4-2-1 relative to six properties where possession has not be obtained by the State. It is our understanding that these properties do not involve residences or businesses. Based upon the justification provided in Mr. Swan's letter, it would be possible to proceed with advertising. It is required that the State acquire legal possession of the property prior to bid opening and award. In addition, the State would have to deposit in court the fair market value for use of the property owner.

However, it is not possible to waive the requirements of Para. 5 of FHPM 6-4-2-1 relative to a residentially occupied property at the south end of the project which is File 48792 (Dessenberger). It is our understanding that this file involves last resort housing and the State would have to make a showing that they have complied with Para. 5(c) of 6-4-2-1 relative to availability of replacement housing and relocation assistance. In addition, it would not be possible to permit the physical construction of the project to proceed until the residential occupants of File 48792 have vacated. This matter has been discussed with Mr. Rod Henry of your Right of Way Section.

G. L. Green

cc:
J. B. Boyd, R/W Mgr.
D. E. Swan, F-A Mgr.

RECEIVED
TECHNICAL SERVICES
MAY 16 '78
REFER TO
Boyd
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Will you be clear?
5-18-78

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 11, 1978

E. S. HUNTE

TO: G.L. Green, Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Federal Aid Manager

SUBJECT: Martin Creek - Anlauf Int. Section
Federal Aid Project No. I-5-3 (113) 163

RECEIVED
TECHNICAL SERVICES
MAY 15 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above-mentioned project.

There are six parcels of right-of-way that will not be fully acquired by the advertising date May 18, 1978. We plan to have a five week advertising period for this project with bids to be opened on June 22, 1978.

The following six files are all unimproved takings that are being processed for condemnation. In each instance the legal letter of offer has been sent, but the mandatory 20-day owner acceptance period has not expired. However, we will have adequate time to file a complaint, make a deposit in court and acquire legal possession prior to the bid opening date of June 22. In any event, we will not award the contract until possession is obtained.

44954 - Owens	49363 - Roberts	49669 - Hoyt
49361 - Hehn	49364 - Rader	49671 - Johnson

Advertising and award time is getting critical on this project because stages of construction are scheduled to be completed this construction season; such as one structure, most of the three-fourths of a million yards of crushed rock and construction haul roads. Because of the many delays and postponements of this project, further delay is almost unthinkable, therefore, we believe it is in the public interest to advertise this project although six right-of-way parcels are not yet acquired.

DAR:cw
cc: E.S. Hunter Roger Trygstad
J.B. Boyd Neil Flanagan
J.H. Versteeg F.C. Lowe

1-5

FORM 31-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

May 12, 1978

FROM: Richard L. Lenz
Hydraulics Engineer

TO: FILE

SUBJECT: Drainage Complaint (Mr. Hurd)
Comstock-Anlauf Section
I-5
Douglas County

At the request of Jim Gix, Regional Construction Engineer, and Frank Terpin, Location Engineer, I met with Mr. Hurd at his property near the Anlauf Interchange on Wednesday morning, May 10. Others present were Doug Greene, Resident Engineer, Greg Bowman, Right of Way Agent from Eugene, and Mr. Payne of the Upper Willamette North Douglas Soil Conservation District.

Mr. Hurd has expressed concern to Mr. Payne's group that the channel change alignment would create a problem on his property; specifically, endanger the integrity of his private bridge across Pass Creek downstream from the channel change. The "District" is holding up on approval of the Division of State Lands Removal/Fill Permit until agreement is reached between the Highway Division and Mr. Hurd on this problem.

About 20 feet left of "Au" Station 342+50 (see attached sketch), a high-level overflow channel exists that relieves the pressure of the floodwaters during periods of high runoff in the area, allowing floodwaters to leave the creek channel, flow across adjoining pasture lands and his private road to rejoin the creek further downstream. This overflow reduces the elevation of floodwaters passing down the creek and beneath his bridge which also reduces the possibility of the bridge becoming bouyant. Because of the construction of the bridge, the bridge would disintegrate and float away if this did happen. The bridge piling are supported by wooden sills which are set on a hard (sandstone?) layer at channel bottom. Wooden caps top off the piling and large log stringers supporting the wooden deck travel surface rest on the caps. During highwaters, the level of the water is about two feet below the log stringers. The overflow channel is about two (+) feet lower than the adjacent banks; therefore, the water, if forced to remain in the channel, would place the structure in a precarious position.

The second point of concern is an apparent erosion problem which could be aggravated by the impinging of the stream flow directly on the creek bank at a point about 240 feet left of "Au" Station 343. Presently, this location is an exposed dirt bank which has recently sluffed. The alignment of the proposed channel change would direct a faster current at this vulnerable point, whereas the present current moves more or less parallel to the bank instead of attacking it directly.

Remedy

If the original cross sections had been long enough, the overflow channel would have been noticed, flow conditions investigated, and allowed for in the original design. It will be no problem to recreate the overflow channel at the end of our proposed channel change. The Resident Engineer will profile the creek bank across the overflow channel and construct a new one of the same width and depth. Since the new channel will be bared of vegetation, it will be necessary to surface the bottom with riprap to maintain status quo of the channel gradient.

It is also proposed that the channel be widened from 20 feet of bottom width to 50 feet as indicated on the sketch. This will form a pool during high flow which will dissipate higher velocities resulting from the newer, cleaner channel change and allow the water to go into the overflow channel in a smoother flow regime. The floodwaters which will continue to flow down the creek channel will now flow out of a pool at their own velocity and direction for a more natural, even improved, condition. A few yards of riprap placed at the exposed channel bank discussed above would prevent undermining of the bank and reduce or stop loss of any more bank.

These should take care of any change from existing conditions caused by our proposed channel change and placate Mr. Hurd.

Attachment
RLL:mc

cc Frank E. Terpin
D. O. Christensen
James Gix
Doug Greene
Greg Bowman

REFERRED TO
Beard Breudenmeyer
Cole Semple
Erikson I Watson AEM
Hogan Dorn Lou
Return Please Be File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
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George
Olsen
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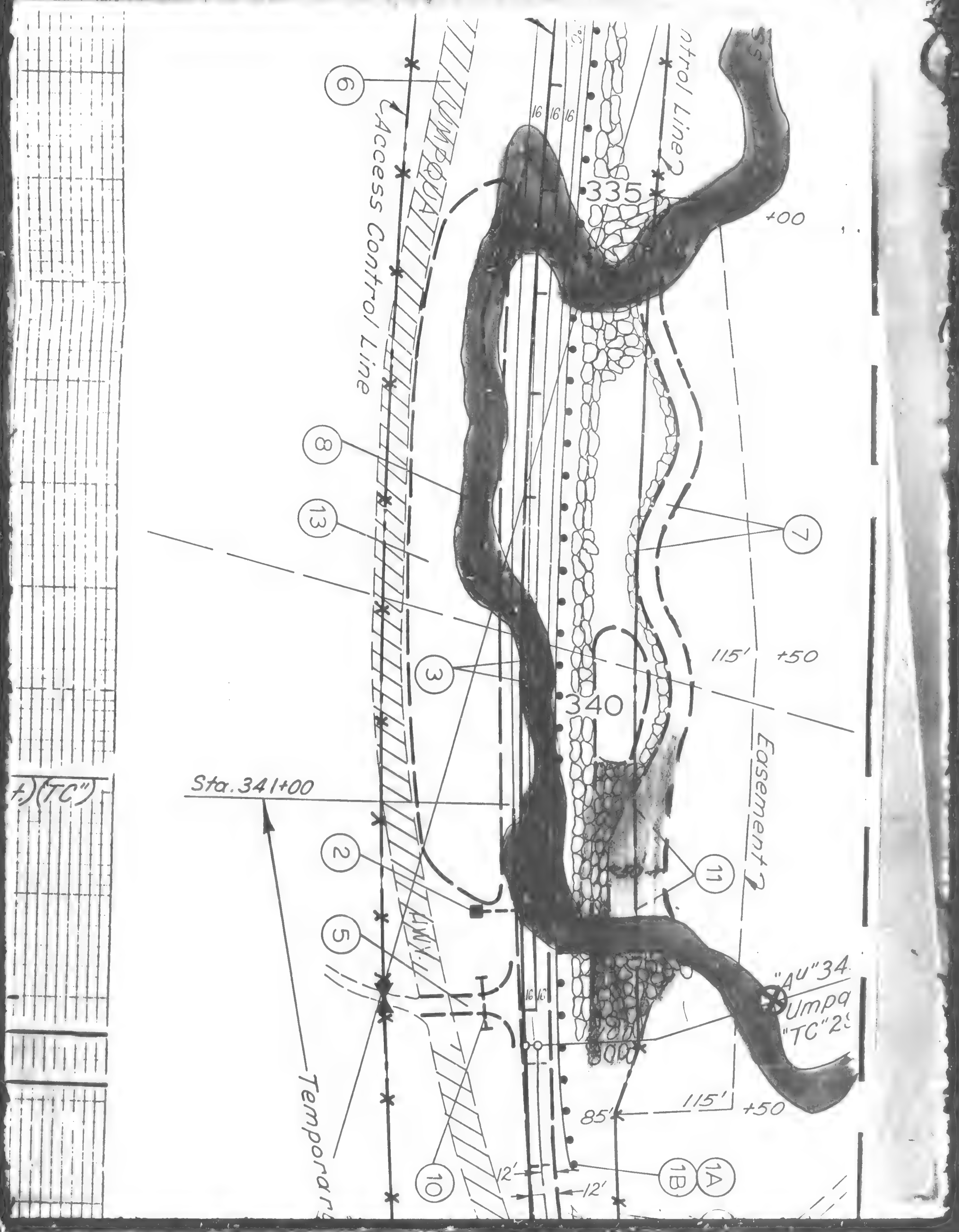
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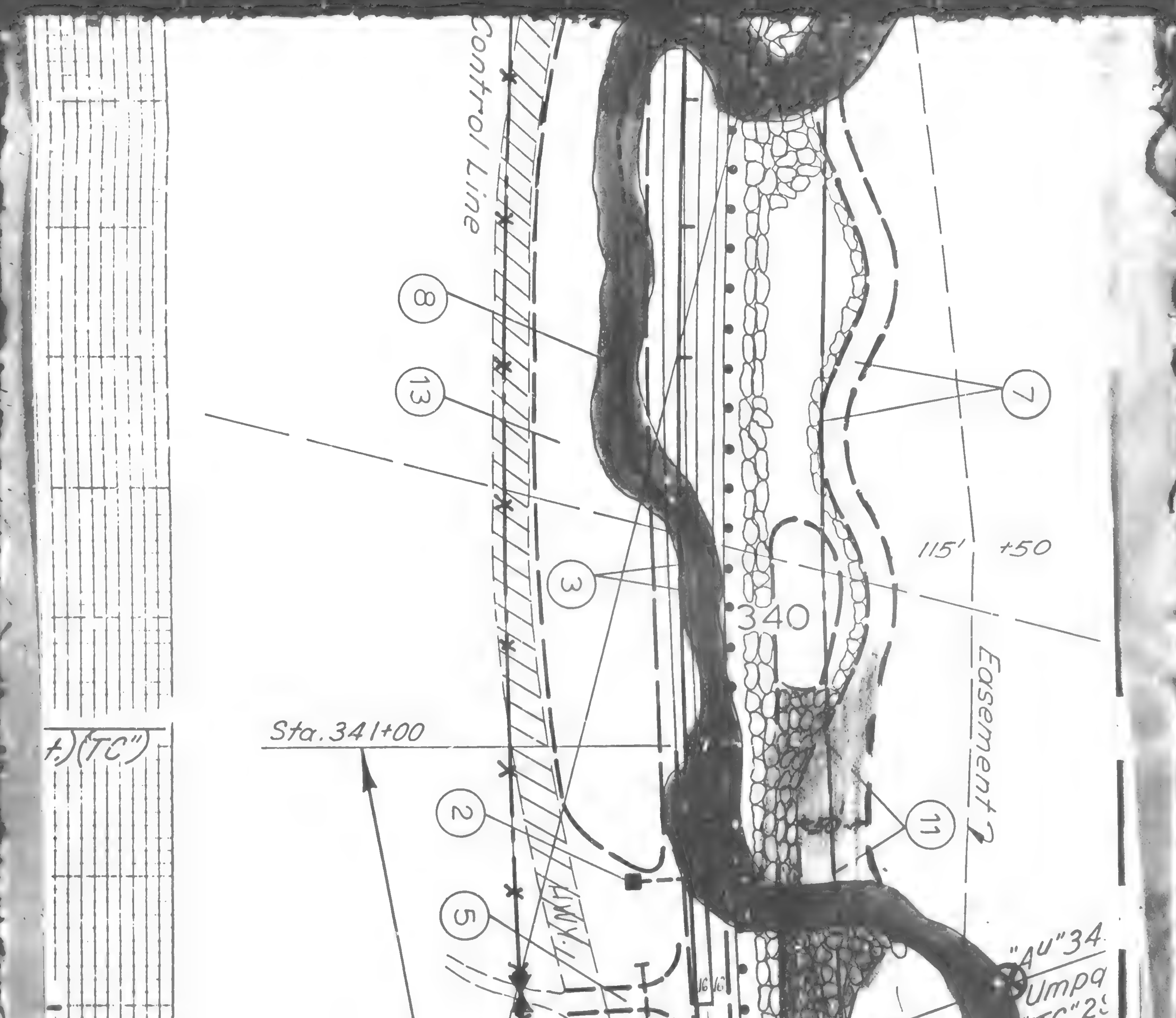
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Temporary Connection

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 11, 1978

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Reinforced Earth Retaining Walls
Martin Creek-Anlauf Section
Pacific Highway
Douglas County

UPRR/2nd Street (LaGrande) Section
FAUS 4645
Union County

Approval was obtained from the Public Contract Review Board on Wednesday, May 10, 1978, for the use of the brand name product "Reinforced Earth Retaining Wall" on both of the subject projects.

DOC:ab
cc: E. S. Hunter
D. H. Moehring
W. J. Hart
W. A. Palmateer, Oregon Bridge
J. Sullivan
W. E. Cole

RECEIVED
TECHNICAL SERVICES
MAY 15 '78
REFER TO
FOR
Info Inves R/D D/R Sten Act File

Yellow 1-5

May 9, 1978

Reinforced Earth Retaining Walls
Martin Creek-Comstock Unit
Pacific Highway
Douglas County

The Oregon Department of Transportation requests approval of the Public Contract Review Board to allow the use of the brand name product "Reinforced Earth Retaining Wall" on the subject unit.

"Reinforced Earth Retaining Walls" are proposed at four locations for a total length of 1,117 feet.

This section of freeway is located in a narrow canyon along with Pass Creek and the Southern Pacific Railroad. We have thoroughly investigated the staging, channel changing and construction of walls through this section because of the very limited construction area, a need to handle traffic through the area at all times and a need to minimize impacts on Pass Creek.

Reinforced Earth Retaining Walls were selected for the four locations based on the following:

1. Reinforced earth retaining walls can be stage constructed, either by length or height, with ease and speed. The four locations where these walls will be constructed are located between the freeway and Pass Creek in very confined areas. The Fish and Wildlife Commission have limited the work time in Pass Creek from June 15 to October 15 with a requirement that all steps possible be taken to stay out of Pass Creek and to minimize any impact on it. The walls must be constructed and erosion control measures taken prior to the fall rains.

2. The fact that these walls are constructed and backfilled in layers allows construction equipment to utilize that area at any time.

   This could also be available for traffic handling if the need should arise.

3. Due to the tight confines in the canyon and the complex staging, freeway traffic will be limited to one lane in each direction during construction. There will be less disruption to the high volume of traffic because these walls can be built rapidly and with a minimum of equipment and personnel.

4. This area contains numerous slides. The reinforced earth wall is well adapted and has proven its ability to maintain its integrity and perform its function in slide and poor foundation conditions.

5. The wall is aesthetically pleasing and will not detract from the environmental setting. Its simplicity, ease and rapidity of construction will minimize environmental impacts. The Fish and Wildlife Commission has approved their use along Pass Creek.

6. The use of reinforced earth walls, at these locations, is economically sound. Alternative estimates indicate a savings of $60,000.

DOC:ab

1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 9, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: G. W. Wimer
Local Government Manager

S HUNT

SUBJECT: Oregon Project No. I-IR-5-3(113)163
Martin Creek-Comstock Section
Pacific Highway, No. 1
Douglas County

Transmitted herewith for your consideration is one revised advance copy of a proposed Throughway Agreement covering right-of-way acquisition, utility adjustments, construction and future maintenance responsibilities along subject section.

The original advance copy of this agreement was forwarded to you under the date of February 1, 1978.

Following signature by State and County officials, two fully-conformed copies will be submitted for your concurrence, if required.

MCH:lml
Att.

cc: E. S. Hunter
C. W. Head
J. L. Sollis
D. E. Swan

RECEIVED
TECHNICAL SERVICES

MAY 10 '78

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
1058 W. HARVARD BLVD., ROSEBURG, OREGON 97470 PHONE 672-6755

NOTED
E. S. HUNTER

May 9, 1978

MR AND MRS TERRY DESSENBERGER
RT 1 BOX 336
DRAIN OR 97435

File No: 48792
Section: Comstock-Anlauf
Highway: Pacific
County: Douglas
Project: FAP I-5-3(97)

Dear Mr. and Mrs. Dessenberger:

I am writing this letter to reiterate the State's efforts to secure a replacement property for you. You were informed what the properties listed below were available for sale and you were given the opportunity to inspect and purchase them if you so desired. You were advised that the State considered these dwellings to be decent, safe and sanitary; comparable to your dwelling and rural residential homesite. The value of land in excess of that used for the homesite, plus the value of your parents dwelling and buildings was extracted from the amount you were paid for the property. This left the amount of $22,100 which represents the value of your dwelling and homesite. You would be expected to contribute this amount toward the purchase of your replacement dwelling. The State would contribute an additional $46,700 provided the replacement dwelling was decent, safe and sanitary; costs at least $68,800; and did not have additional land or buildings in excess of the normal residential use. This amount would also have to be applied to the purchase of the replacement property, and cannot be paid directly to you.

You were given the opportunity to purchase the following properties:

Meekins property , Box 58A, South Side Elk Creek Rd., Drain, 2,300 SF, 4 bedroom, 2 bath, on 2.42 acres, heatalator fireplace, electric heat, double garage, boat house, carport and wired shop. Your reason for rejecting this property was that there was not enough land for your horses and for your parents to relocate on the same property. This property was available for sale for $68,800. If you had elected to purchase this property, the State would have contributed $46,700 of the purchase price and you would have been responsible for the balance of $22,100.

34104 Scott Lane, Cottage Grove, 1,840 SF, 5 bedroom, 2 bath house on 4.5 acres, heatalator fireplace, oil heat, double garage, completely fenced. This house was available for sale for

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RELOCATION UNIT

$72,000. Your reason for rejecting this property was the same as for the previous property. If you had elected to purchase this property, the State would have paid $46,700 of the purchase price and you would have been responsible for the balance of $25,300.

Dalley property, Scotts Valley Rd., Yoncalla, 1,548 SF, 5 bedroom, 1 bath house on 10 acres. This house was available for sale for $55,000, but was not considered to be decent, safe and sanitary. Had you elected to purchase this property, the State would have corrected the decent, safe and sanitary deficiencies and paid the balance in excess of $23,300 which would have been your contribution toward the purchase price of the property. Your reason for rejecting this property was that there was not enough land for your horses and a homesite for your parents. This was the only property of the three which you actually made a physical inspection of the premises.

An attempt was made to purchase the Ole Anderson property, however, you have indicated that you would not qualify for a loan of approximately $40,000 to purchase the property. The Anderson property was 38.5 acres of irrigated farm land with a residence and several farm buildings. If you intend to purchase the land in excess of a typical residential homesite, you will have to reinvest your equity in the excess land from the property which the State purchased, into your replacement property, or be prepared to finance the difference. The replacement housing payment for which you are eligible is based on a residence on a typical residential homesite without additional farmland, timberland, or pasture. Based on the closing information on the property the State purchased from you, your equity in the property could be calculated as follows:

Total purchase price--------------	$84,000.00
1977-78 taxes------------------	- 222.03
Brookhart mortgage--------------	- 4,611.38
Henderson contract--------------	- 6,832.32
Your parent's house and site---	- 32,375.00
Your equity in the house, homesite and excess land---------	$39,959.27

If you had reinvested this amount in the Anderson property, your balance to finance would have been as follows:

Total price----------------------	$110,000.00
Replacement housing benefit----	- 46,700.00
Reinvestment of your equity----	- 39,959.27
Balance to finance---------------	$ 23,340.73

If for some reason you have chosen to spend your equity in your former property on equipment for your shop, to purchase business property, or to retire personal bills, then you can expect to have to finance the amount necessary to purchase land in excess of a typical homesite on your replacement property.

The State will make every attempt to assist you in securing the property of your choice and will attempt to see that you receive the maximum amount of relocation benefits for which you are eligible. However, the criteria for your replacement dwelling and homesite must be kept in mind when a replacement property is selected. The dwelling must be decent, safe and sanitary for your family; and the value of the residential improvements and residential homesite must be at least $68,800 in order for you to qualify for the maximum benefits for which you are eligible. If the value of your replacement residence and homesite is less than the $68,800, the maximum amount of the replacement housing payment which you would be eligible to receive would be the value of the residence and homesite minus $22,100.

Very truly yours,

Roger W. Hansen
Right of Way Agent

RWH:maw

Copy to J. B. Boyd

9037 1-5

Salem, Oregon
May 5, 1978

W. E. Cole
Design Engineer Supervisor

Richard Wilson
Right-of-Way Agent
Region III

Construction Cost for
Weyerhauser Access Roads
("WR" Line and "FA" Line)
Martin Creek-Comstock
Pacific Highway
Douglas County

"WR" Line (Section 14, T. 21 S., R 4W., W.M.)

Gen. Exc. - 20,166 cu. yds.	$30,250
16' Metal Gate	400
60" x 76' Culvert Pipe with Conc. Head & Wing Walls	7,444
18" x 100' Culvert Pipe	1,250
12" x 36' Culvert Pipe	261
Tr. Exc. - 119 cu. yd.	952
Total	$40,557
Engr. & Contingencies @ 15%	6,083
Total	$46,640

"FA" Line (Sections 16, 17 and 20, T. 21 S., R. 4W. W.M.)

Gen. Exc. - 77,123 cu. yds.	$115,693
16' Metal Gate	400
[illegible] x [illegible]' Culvert Pipe	3,425
Tr. Exc. - 78 cu. yds.	624
Total	$120,142
Engr. & Contingencies @ 15%	18,121
Total	$138,263

[illegible]:ab
cc: Bruce Boyd
Jim Gix

Verstaeg
I Christensen
George
Olson
Torgin
Sullivan
Scott
Savage

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: May 2, 1978

In reply refer to: HFO.8-OR

SUBJECT: Oregon Project I-5-3(-)
Martin Creek-Anlauf Section
Pacific Highway

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

As requested in Mr. J. Bruce Boyd's letter of April 26, 1978 this office will approve the PS&E request when submitted for this project; however, prior to your requesting concurrence in award the State must have permit of entry.

G. K. Hosmer
for G. L. GREEN

cc:
ODOT (J Bruce Boyd, R/W Mgr)
ODOT (D E Swan, Proj Mgmt)

NOTED
E. S. HUNTER

cc [illegible]
5-4-78

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MAY 3 '78

REFER TO

FOR

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ROW 18-2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 26, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem OR 97301

Martin Creek-Anlauf Section
Pacific Highway

Dear Mr. Green:

On April 19, a meeting was held in Eugene to discuss the subject project. One of the people present was Don Holcomb, Southern Pacific Transportation Company's Public Projects Engineer from San Francisco.

We reviewed the project in great detail and reached apparent agreement on all items of conflict. Enclosed is a copy of a letter signed by myself and acknowledged by Mr. Holcomb indicating this agreement. We have supplied Southern Pacific with a new encroachment map and descriptions. We expect to obtain a Permit of Entry by mid-June. The project is now schedule for letting on June 22, 1978.

In view of the fact that we have apparent concord with the Southern Pacific, I request your approval to advertise for bids prior to receiving the Permit of Entry.

Sincerely,

J. Bruce Boyd
Right of Way Manager

JBB:de
enclosure

bc: ✓E. S. Hunter-w/enc.
J. H. Versteeg-w/enc.
W. J. Hart-w/enc.
Alfred Shirley-w/enc.
D. O. Christensen-w/enc.
R. D. Trygstad-w/enc.
Jack Sullivan-w/enc.
D. E. Swan-w/enc.

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A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1859
ROBERT W. STRAUB
[illegible]

Oregon State Highway Division

April 20, 1978

Mr. Don Holcomb
Public Projects Engineer
Southern Pacific Building
One Market Plaza, Room 1004
San Francisco CA 94105

Dear Don:

The purpose of this letter is to document the file that on April 19, 1978, a meeting was held in Eugene to discuss the Martin Creek-Anlauf Section of the Pacific Highway. Present were yourself, Dick Johnston, Bob Holeman and Duane Forney representing Southern Pacific Transportation Company and Duane Christensen, Ted Thompson, Jim Gix, Roger Trygstad, Bob Whitby and myself representing the Highway Division.

The complete project was reviewed and apparent agreement was reached on all items of conflict. To obtain this concord, the Highway Division will make some revisions to our plans to stay at least 30 feet from railroad centerline. It appears possible to obtain from Southern Pacific a Permit of Entry by mid-June.

I wish you would acknowledge this meeting of the minds by signing in the space provided below. I can then have a document to show the Federal Highway Administration that items of conflict have been resolved.

Sincerely,

Bruce Boyd
J. B. Boyd
Right of Way Manager

JBB:dbe
cc: Dick Johnston-SPTC, Portland

Acknowledged

D. M. Holcomb - 4-24-78
D. M. Holcomb

903

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: April 28, 1978

In reply refer to: HRW.1-OR

SUBJECT: Oregon Project I-5-3(97)162
Divide-Anlauf
Appraisal - File No. 49674, Addison
(Mr. J. B. Boyd's April 6 Memorandum)

FROM : G. L. Green, Division Administrator

S. HUNTER

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

The material submitted with Mr. Boyd's memorandum satisfactorily resolves the questions posed in my March 21 memorandum. The $6,427.50 withheld from Federal participation may be returned to a participating status.

G L Green
G. L. Green

cc:
J. B. Boyd, R/W Mgr.
M. Mead, R/W
F. Lowe, R/W

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ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 6, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 49674 - Addison
Divide-Anlauf Section
Pacific Highway
Project I-5-3(97)
Douglas County

Attached in response to your letter of March 21, 1978 (HRW.1-OR) are copies of the reviewing appraiser's answer and the appraisal supervisor's comments.

We trust that they will answer the questions raised in your letter; and that the $6,427.50 cited will be reinstated to a participating status.

JBB:ob
Attachment
cc - F. B. Klaboe
E. S. Hunter
M. M. Mead

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REFER TO
TO

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: March 21, 1978

In reply refer to: HRW.1-OR

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Boyd
FOR

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SUBJECT: Oregon Project I-5-3(97)162
Divide-Anlauf
Appraisal - File No. 49674, Addison

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

This property was appraised by two staff appraisers based upon a State determination that it contained 47.4 acres instead of the 52.47 acres shown in the County assessor's records. The Appraisers also utilized a timber cruise prepared by a staff cruiser.

After some slight adjustments to Mr. Wilson's $61,540 appraisal, the review appraiser arrived at a value of $62,140 which he rounded to $65,000. The reason for this rounding was "to recognize the area discrepancy and the significant timber stand on subject."

Because the State had determined the property contained 47.4 acres the review should have been on that basis. It should be assumed that the timber cruise was accurate and accounted for all the timber on the property. An adjustment for the significant timber stand on subject does not appear warranted.

Zoning in the area (Forest-Recreation) permits a single family house on a five acre tract. Mr. Wilson, in his appraisal, sets aside five acres for a homesite and values it at $1,000 per acre. The remaining acreage was valued at $300 per acre as bare timber reproductive land.

The timber cruise covered the entire tract and the value of the timber results in an average per acre amount of $713.50. This amount was also applied to the five acre homesite producing an overall value of $1,713.50 per acre. The amenities the timber contributes to the homesite are no doubt reflected in the $1,000 per acre and to pay for it again as merchantable timber appears to be dual compensation

Based on the above comments $6,427.50 of the appraisal review and subsequent settlement is found to be ineligible for Federal participation. Please have this amount placed in a non-participating status.

The $6,427.50 results from the following calculation:

Reviewers rounding	$2,860.00
5 acres of timber @ $713.50 per acre	3,567.50
Total	$6,427.50

G. L. Green

cc:
J. B. Boyd, ODOT
M. Mead, ODOT
F. Lowe, ODOT

CCN 21-2
I-5, S.
P.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 28, 1977

In reply refer to: HRW/OR

SUBJECT: Oregon Project I-5-3(107)162
Divide Anlauf
Last Resort Housing Authorization File 49674
Addison

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr. Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

Attached is authorization to proceed with last resort housing for the Addison family. Before purchasing a D.S.S. comparable home which would be rented to the Addisons for a 4-year period, the State, based on the Last Resort Plan, should contact the Addisons to determine if they would be willing to participate in Lane County Housing Authority's "Housing Assistance Payment Program". It would appear that this program would provide a long term solution to their rental problem. The State would have to explain the various alternatives to the Addisons as well as their rights under the Uniform Act for last resort housing and a 2-bedroom house. If the Addisons elected to go under the Lane County plan, the State would have to provide relocation assistance to enable the Addisons to locate an acceptable D.S.S. home. Further, the State should assist the Addisons in securing the Certificate of Family Participation from Lane County. If the Addisons do not find the Lane County program acceptable, the State should proceed with the Last Resort Plan. The State's files should be documented.

G. Green
G. L. Green

cc:
Boyd (R/W)
Luth (R/W)

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REFER TO
Boyd

FOR

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U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-3(107)162

STATE ECT NO.
See below

COUNTY NAME
Douglas & Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
I-853

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
9-28-77

FEDERAL ROUTE NUMBER
Interstate 5

STATE ROUTE NUMBER
Primary 1

GENERAL LOCATION:
"Divide Anlauf Section"

GENERAL DESCRIPTION OF WORK:
Acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's September 19, 1977 letter I approve the Last Resort Housing Plan for file #49674 - Addision subject to Right of Way Officer C. J. Mathias' letter of September 28, 1977. You are authorized to proceed with the actual acquisition of the subject file at a TEC NTE $40,000 - Federal Funds $36,912.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE
9-28-77

SIGNATURE OF APPROVING OFFICIAL
G K Hosmer

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

9C 37 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon

April 27, 1978

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engr.

TO: Tom Lowe, Area Engineer
Federal Highway Administration
SALEM

SUBJECT: Cattlepass Justification
Hawley Ranch
Martin Cr.-Comstock Section
Lane County

At the request of the Design Section, I investigated the need for a 10x12 concrete cattlepass for the subject project serving Hawley Ranches, Inc.

Attached you will find a copy of the accident listing for this section which indicates that at least two accidents may have been caused by the existing cattle crossing operation.

In addition, Mr. Mandemaker, who manages the ranch, was contacted. Although they have had no cattle killed, there have been many near misses, including at least two vehicles running off the road to miss cattle. They have been using a flagman for safety's sake.

It should be understood that the new alignment of the Goshen-Divide Highway built on this project does create a worse condition for sight distance for northbound traffic due to the increase in vertical and horizontal alignment. Crossings take place on a nearly daily basis and usually involve bulls that have inventory values sometimes exceeding $25,000 per animal.

Due to the reduction in sight distance and the past traffic difficulties, I feel the cattlepass is needed and is justified to include in this project.

jjg/cw
Attach.

cc J. H. Versteeg
J. B. Boyd
D. W. Greene

REFERRED TO
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ROW 18-2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 27, 1978

PUX 1234

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

Dear Mr. Campbell:

Enclosed is an original and six copies of the Application of the Department of Transportation in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Lane County and three copies are for use by your office.

Sincerely,

R D Trygstad
Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
enclosure
cc: H. S. Coulter
C. T. Keasey
Alfred Shirley
D. E. Swan
J. L. Sollis

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STATE HWY ENGR
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FOR

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NOTED
H.S. COULTER

Form 81-734-3122 (Rev. 7-77)

PUC Docket No. SXF

PUC Crossing No. C-622.20

DOT-AAR Crossing No. 756 376 J

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed grade crossing signalization project.

Formal Title:

In the matter of the application of the State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division,

for the authority, pursuant to ORS 763.030, to alter a grade crossing

of Hawley Creek Road
(name of street or highway)

and the tracks and right-of-way of Southern Pacific Transportation Company,
(name of railroad company)

Siskiyou Main Line, near
(name of branch or main line or other trackage) (in/near/at) (city, town

Divide, Lane County, Oregon,
or nearest station) (name of county)

by installing or modifying signal devices.

Title Page

PUC Form 203 (31) 10-77
Replaces AS-1/75

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection account (ORS 763.270 and .290)
Estimate of dollar cost to fund: $______________

☐ Federal-Aid Highway System Funds.*

____

☒ Other Federal Funds*

Interstate Funds

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

FORM SELECTION

Please answer each of the following questions:

1. Does the contemplated project involve construction of a new or relocated crossing? No (yes/no)

   If yes, please use PUC Form 202 (31) 10-77 instead of this form.

2. Does the contemplated project involve any physical alteration of the crossing beyond normal maintenance or surface renewal (such as realignment of approaches, widening of the roadway, change in approach gradients, etc.)?

   No (yes/no)

   If yes, please use PUC Form 202 (31) 10-77 instead of this form.

3. Does the contemplated project involve more than the addition or deletion of stop sign protection at the crossing?

   Yes (yes/no)

   If no, simplified PUC Form 204 (31) 10-77 may be used instead of this form.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	221-1300	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Division Engineer	288-8221	(Portland)
or--	208-232-4450	(Pocatello)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

1. Name of applicant: Oregon Department of Transportation, Highway Division

Address: State Transportation Building, Salem OR 97310

2. Location of the proposed project:

Railroad milepost 622.20

City ---

Nearest railroad station Divide

County Lane

3. Name of public highway involved in this project:

Hawley Creek Road

Name of public authority with jurisdiction over this highway:

Oregon Department of Transportation, Highway Division

4. Name of railroad involved in this project: Southern Pacific Transportation Company, Siskiyou Main Line

(include name of branch, main line or other track)

5. List the proper parties of interest in this matter:

a. Southern Pacific Transportation Company

b. Oregon Department of Transportation, Highway Division

c. Lane County

d.

e.

f.

Have you served each of these parties with a copy of this application?

No
(yes/no) If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

6. Describe the project, including a listing of the devices to be removed, those to be installed and their proposed location.

Install #2 flashing lights and #4 automatic gates. Remove existing crossbucks and 1 STOP sign.

7. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

If yes, why? To more adequately warn the motoring public of an impending train movement through the crossing.

8. Is it possible or practical to construct a separated crossing at this location: No (yes/no)

If no, why not? Lack of horizontal clearance.

9. Physical description of the crossing:

a. The Highway

(1) Width-- The highway is 32 feet wide at the crossing and consists of (from E (N or E) to W (S or W)):

A shoulder (or parking area) of 4 feet

2 lane(s) of travel of 12 feet (each)

A center median of -- feet

lane(s) of travel of -- feet (each)

A shoulder (or parking area) of 4 feet

Explanation, if necessary

9.a. (Continued)

(2) Surface--	At present:	After completion:
Type of surface on traveled way:		
on approaches	Asphalt	Asphalt
at crossing	Asphalt	Asphalt
Type of surface on shoulders:	Paved	Paved
Condition of surface:		
on approaches	Good	Good
at crossing	Good	Good
Is the highway curbed on the approaches?	No	No
Is there one or more sidewalks at this crossing?	No	No

If either answer to the above question is "Yes", please describe below, including width and location of each sidewalk:

______

______

NOTE: If new sidewalks are to be constructed, please use PUC 202 (31) 10-77 rather than this form.--- No portion of any cost attributable to upgrading the surface of the road at the crossing, including cost of rail renewal, compromise joints, etc. may be allocated to the State Grade Crossing Protection Account.

(3) Nearest public roadway intersection on each approach---

(a) S approach: 900 ft; ADT 100

(b) N approach: 100 ft; ADT 1700
(N/S/E/W)

Name of road or highway:

(a) Pacific Highway Frontage Road

(b) Pacific Highway Frontage Road

9.a.(3) (Continued)

Public authority with jurisdiction over road or highway:

(a) Oregon Department of Transportation, Highway Division

(b) Oregon Department of Transportation, Highway Division

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 5 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) No (yes/no).

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 12 herein.)

(4) Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Also, please indicate which, if any, of the existing items of protection will remain in place after completion of this project:

2 crossbucks, 1 stop sign, 2 advance warning signs. Advance warning signs will remain.

9.b. The Railroad

(1) Tracks---

(a) Number of tracks at crossing: 2

(b) Name of each track from N (N or E) to S (S or W):

Main Line

Siding

(2) Angle of intersection--- 60°

If more than one track-highway angle exists, please give details below, track by track:

(3) Nearest switch---

E (N/S/E/W) of crossing: 1000+ ft

W of crossing: 1000+ ft

10. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 125; After completion: 1750 (construction detour)

Expected 5 years after completion: 200.

(2) Speed of vehicles (estimated 85th percentile speed)---

	At present:	Expected after completion:
300 ft from crossing on N (N or E) approach:	15 mph	15 mph
on S (S or W) approach:	15 mph	15 mph
At crossing:	10 mph	10 mph

10.a.(2) (Continued)

Posted speed limit on approaches: None mph None mph

(3) Direction of traffic flow: N&S (N & S, etc.)

b. The Railroad

(1) Train movements--- (avg per day)

	At present:	Expected after completion:
Freight trains:	8	8
Switching movements:	0	0
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	30 mph	30 mph
Typical:	30 mph	30 mph
Slowest normal:	15 mph	15 mph

NOTE: If the speed of trains over this crossing is to be increased from a speed limit previously ordered by the Commissioner at this crossing, include as part of this application, a petition to increase speed pursuant to ORS 763.035.

11. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains---

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
N (N or E) approach:	Clear ft to right; Clear ft to left
S (S or W) approach:	Clear ft to right; Clear ft to left

11.a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

N approach: (N or E) clear ft to right; clear ft to left

S approach: (S or W) clear ft to right; clear ft to left

If these sight distances will be changed on completion of the project, please explain below:

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices---

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? Yes (yes/no)

If yes, please explain by what and at what points it will be obstructed:

The road ends in a "T" intersection 100 feet to north.

11.b. (Continued)

(2) If roadside mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? No (yes/no)

If yes, explain how you propose to overcome this problem:

If no, why not?

No reason to park and inadequate shoulder area.

12. List the number and types of protective devices to be installed at the crossing and on its approaches:

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Commissioner's Standard No. 1M, multiple track sign
Commissioner's Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Commissioner's Standard No. 1R, reflectorized crossbuck
Commissioner's Standard No. 1S, vehicle stop sign (to stop vehicles)
Commissioner's Standard No. 1T, railroad stop sign (to stop trains)
Commissioner's Standard No. 2, flashing light signal
Commissioner's Standard No. 2B, cantilevered flashing light signal
Commissioner's Standard No. 2P, flashing light signal for ped. crossings only
*Commissioner's Standard No. 4, automatic gate signal
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
**Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guard rail
Non-mountable curb
**Traffic signals at adjacent intersection
Track circuitry to interconnect with traffic signals at adjacent intersection
Traffic signals at crossing

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

12.a. Protection type: No. 2 Flashing Lights & No. 4 Automatic Gates

Number of such devices: 2 each; To be located as follows: Each side of crossing, 22 feet from centerline.

(1) Who will perform the installation? Southern Pacific Transportation Co.

(2) Estimated cost of installation: $ 67,000 *

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Dept. of Transportation, Highway Division	100

(4) Who will maintain these devices? Southern Pacific Transportation Co.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Co.	100

b. Protection type: Urban Guardrail

Number of such devices: 2 ; To be located as follows: Both sides of crossing in accordance with OSHD Standard drawing 2115.

(1) Who will perform the installation? Oregon Dept. of Trans., Highway Division

(2) Estimated cost of installation: $ 2,500 *

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Department of Transportation, Highway Division	100

---

* Include cost of furnishing the protective device(s).

12.b. (Continued)

(4) Who will maintain these devices? Oregon Dept. of Trans., Highway Division

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon Dept. of Transportation, Highway Division	100

c. Protection type: Advance Warning Sign

Number of such devices: 1 ; To be located as follows: South side of crossing.

(1) Who will perform the installation? Existing

(2) Estimated cost of installation: $ N/A *

(3) Who will pay for said installation?

Name of Party	Percent of Cost
N/A	

(4) Who will maintain these devices? Oregon Dept. of Transportation, Highway Div.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon Dept. of Transportation, Highway Division	100

NOTE: If additional devices are involved, add 12d, e, etc., on separate sheet.

13. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

B. Remainder of crossing area: Oregon Department of Transportation, Highway Div.

---

* Include cost of furnishing the protective device(s).

14. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: Oregon Dept. of Trans., Highway Division.

15. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

To be determined by Railroad.

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arm? No

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

16. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, please identify the crossing(s) to be closed in connection with this project:

(The public authority with jurisdiction over the road at the crossing to be closed should be made a party of interest in the proceeding, if not one already. If it is likely that any party of interest in the closure will object, or that the matter will be decided at a public hearing before the Commissioner, an application for closure should be submitted on PUC Form 203 by completing Sections I, IV, V, and the applicable portions of numbers 11, 12 and 13.)

16. (Continued)

If no, explain why not: All crosssings required for movement of traffic.

17. Other items:

18. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, CITY, DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 26th day of april, 1978.

H S Coulter
(Applicant)

(Attorney)

I, H. S. Coulter, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Coulter

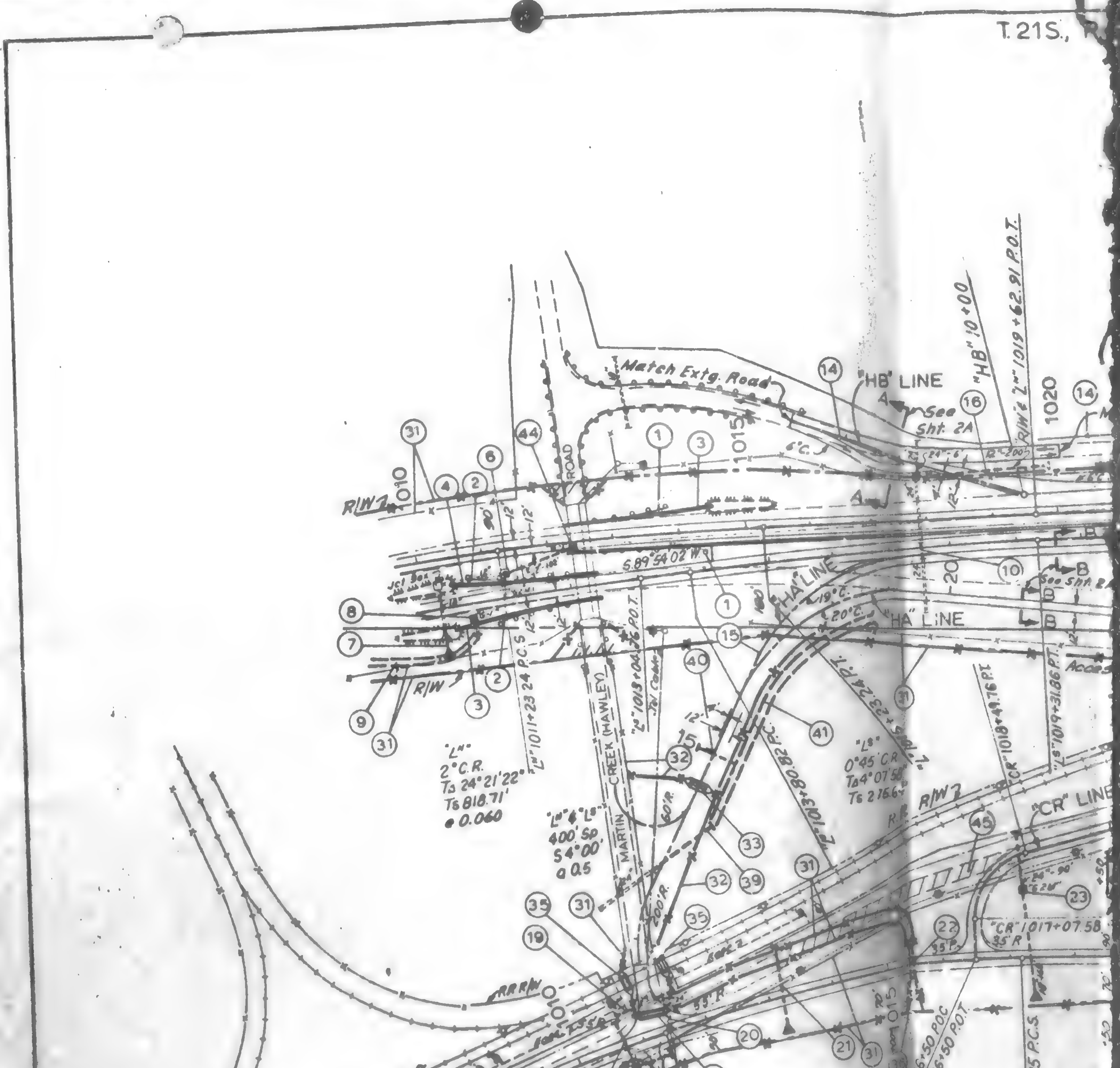
STATE OF OREGON }
County of } ss.

Subscribed and sworn to before me this 26th day of april, 1978.

(Notary Public for Oregon)
My Commission Expires: 12-18-80

Signature Page

PUC Form 203 (31) 10-77

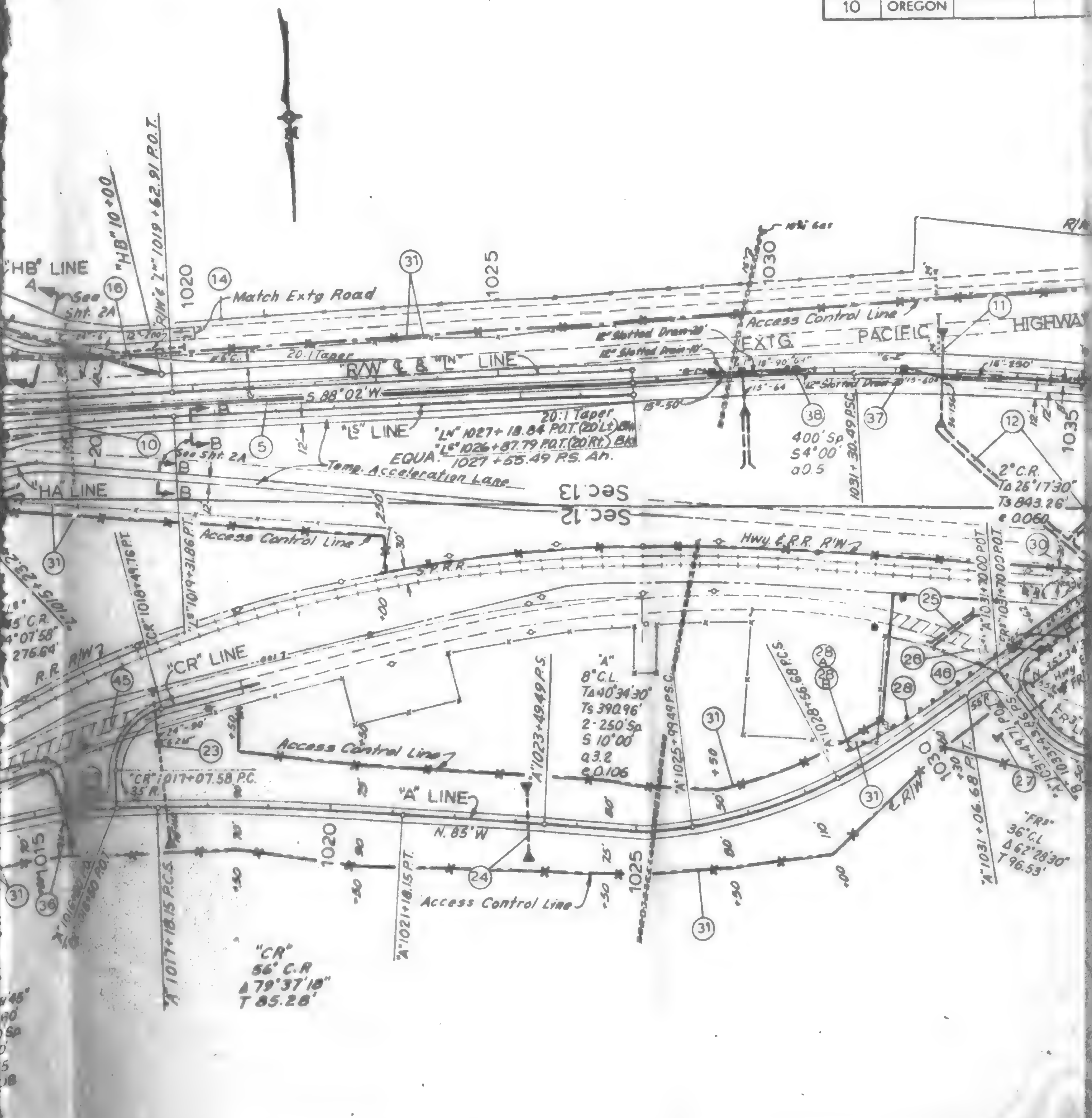


T. 21S., R
Match Extg. Road
"HB" LINE
See Sht. 2A
"HB" 10+00
R/W & "L" 1019+62.91 P.O.T.
1020
1015
1010
1005
ROAD
R/W
S. 89° 54' 02" W.
"HA" LINE
See Sht. 2A
"L" 1011+23.24 P.C.S.
"L" 1018+04.16 P.O.T.
MARTIN CREEK (HAWLEY)
"L"
2° C.R.
Δ 24°21'22"
Ts 818.71'
e 0.060
"L" & "LS"
400' Sp.
S 4°00'
a 0.5
"L" 1013+80.82 P.C.
"LS"
0°45' C.R.
Δ 4°07'58"
Ts 276.64'
"CR" 1018+49.76 P.T.
"LS" 1019+31.86 P.T.
"CR" LINE
"CR" 1017+07.58
35' R
"A" 1017+18.15 P.C.S.
"CR" 1016+50 P.O.C.
"A" 1016+50 P.O.T.
R.R. R/W
"A"
3° C.R.
Δ 29°29'45"
Ts 703.60'
2-400' Sp.
S 6°00'
a 0.75
e 0.08
"A" 1011+34.96 P.S.C.
"A" 1007+34.96 P.S.
"A" 1001+69.51
S 66°35'16" W.
To Cottage Grove
Jct. Box
Acces
1 2 3 4 6 7 8 9 10 14 15 16 17 18 19 20 21 22 23 31 32 33 34 35 39 40 41 42 44 45

T.21S., R.4W., W.M.

MARTIN CR. - COMSTOCK SEC.
PACIFIC HIGHWAY
LANE & DOUGLAS COUNTIES

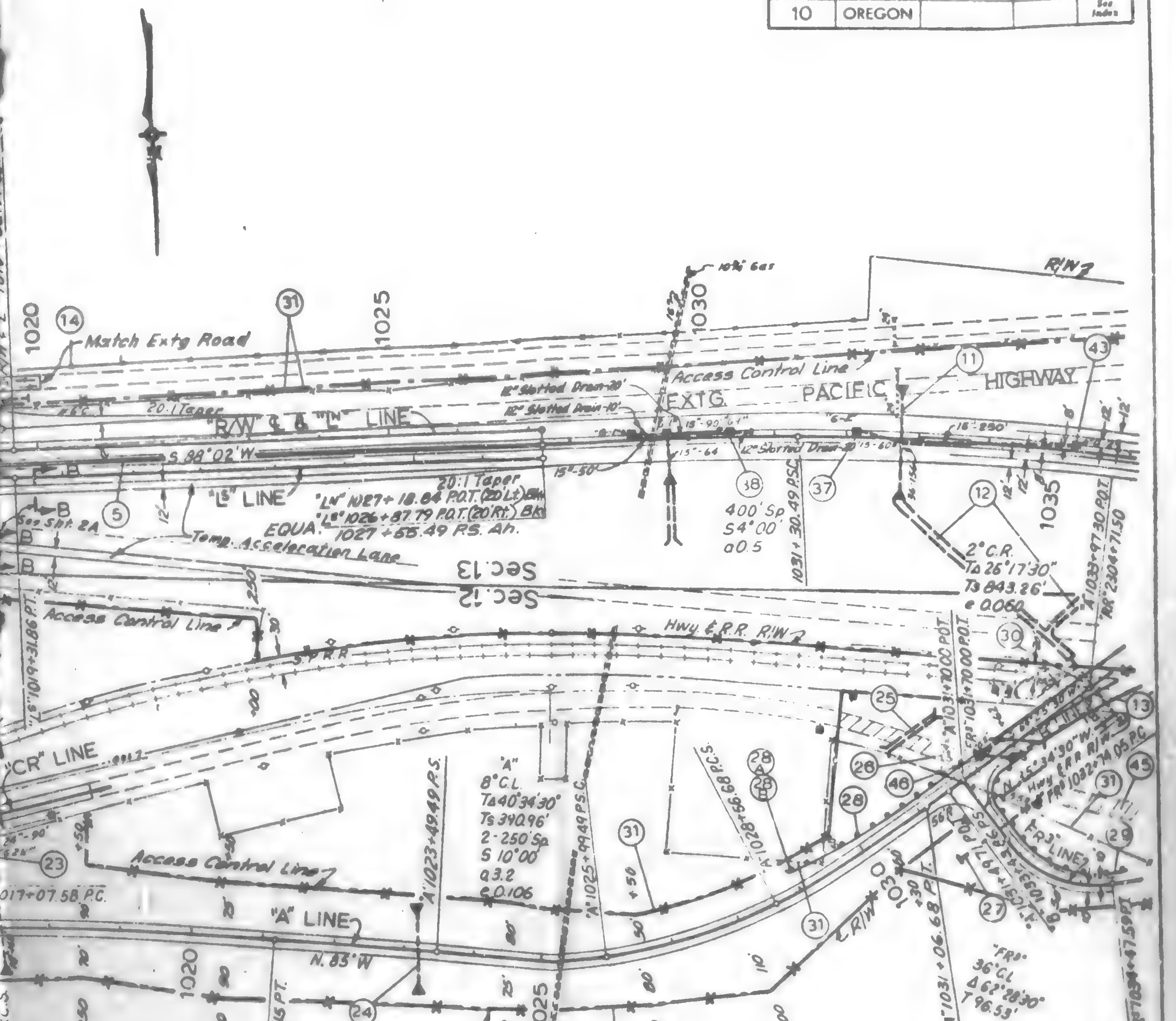
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		



"HB" LINE
A See Sht. 2A
"HB" 10+00
R/W ¢ 2" 1019+62.91 P.O.T.
1020
Match Extg Road
1025
1030
Access Control Line
EXTG. PACIFIC HIGHWAY
12" Slotted Drain-20'
12" Slotted Drain-10'
20:1 Taper
"R/W ¢ & "LN" LINE
S 88°02' W
"LS" LINE
20:1 Taper
"LN" 1027+18.84 P.O.T. (20'Lt) Bk
"LS" 1026+87.79 P.O.T. (20'Rt.) Bk
EQUA. 1027+55.49 P.S. Ah.
Temp. Acceleration Lane
See Sht. 2A
"HA" LINE
400' Sp.
S 4°00'
a 0.5
1031+30.49 P.S.C.
2° C.R.
Δ 26°17'30"
Ts 843.26'
e 0.060
1035
Sec. 13
Sec. 12
Access Control Line
Hwy. & R.R. R/W
S.P.R.R.
R.R. R/W
"CR" LINE
"CR" 1019+31.86 P.T.
"CR" 1018+49.76 P.I.
"A" 1023+49.49 P.S.
"A"
8° C.L.
Δ 40°34'30"
Ts 390.96'
2-250' Sp.
S 10°00'
a 3.2
e 0.106
"A" 1025+99.49 P.S.C.
"A" 1028+56.68 P.C.S.
"A" 1031+70.00 P.O.T.
"FR" 1031+70.00 P.O.T.
Access Control Line
"CR" 1017+07.58 P.C.
35' R.
"A" LINE
N. 85° W
R/W
1020
1025
1030
"A" 1031+06.68 P.T.
"A" 1021+18.15 P.T.
"A" 1017+18.15 P.C.S.
Access Control Line
"FR"
36° C.L.
Δ 62°28'30"
T 96.53'
"CR"
56° C.R.
Δ 79°37'18"
T 85.28'
1015
5°C.R.
4°07'58"
275.64'
Hwy. & FR
"FR" LINE
10 gas
R/W
5 10 11 12 14 16 23 24 25 26 27 28 30 31 36 37 38 45 46

21S., R.4W., W.M.

MARTIN CR. - COMSTOCK SEC. PACIFIC HIGHWAY LANE & DOUGLAS COUNTIES				SHEET No.
				4
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



1020
1025
1030
1035
14
Match Extg Road
31
20:1 Taper
"R/W & & "L" LINE
S. 88°02' W.
"LS" LINE
5
Access Control Line
EXTG. PACIFIC HIGHWAY
11
43
12" Slotted Drain-20'
12" Slotted Drain-10'
12" Slotted Drain-20'
38
37
400' Sp
S 4°00'
a 0.5
12
2° C.R.
T∆ 26°17'30"
Ts 843.26'
e 0.060
20:1 Taper
"Lu" 1027+18.84 P.O.T. (20' Lt.) Bk.
"LS" 1026+87.79 P.O.T. (20' Rt.) Bk.
EQUA. 1027+55.49 P.S. Ah.
Temp. Acceleration Lane
Sec. 13
Sec. 12
Hwy. & R.R. R/W
S.P.R.R.
"CR" LINE
"LS" 1019+31.86 P.T.
30
25
26
46
28
13
45
29
27
"A"
8° C.L.
T∆ 40°34'30"
Ts 340.96'
2-250' Sp
S 10°00'
a 3.2
e 0.106
"A" 1023+49.49 P.S.
"A" 1025+99.49 P.S.C.
"A" 1028+56.68 P.C.S.
"A" 1031+30.49 P.S.C.
"A" 1031+10.00 P.O.T.
"FR" 1031+10.00 P.O.T.
"A" 1031+06.68 P.T.
"A" 1031+97.30 P.O.T.
"RR" 2304+71.50
N. 15°34'30" W.
Hwy. & RR R/W
"FR" 1032+74.05 P.C.
"FR3" LINE
"FR3"
36° C.L.
∆ 62°28'30"
T 96.53'
"A" LINE
N. 83° W.
24
23
Access Control Line
Access Control Line
& R/W
"A" 1017+07.58 P.C.
"A" 1017+18.15 P.C.S.
"A" 1021+18.15 P.T.
"CR"
56° C.R.
∆ 74°37'18"
T 85.28'
"FR" 1031+47.59 P.T.

9037

~~ROW~~ 18-2 1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 26, 1978

PUX 1233

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

Dear Mr. Campbell:

Enclosed is an original and six copies of the Application of Douglas County in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon the Department of Transportation, and three copies are for use by your office.

Yours very truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
enclosure
cc: H. S. Coulter
Alfred Shirley
C. T. Keasey
D. E. Swan
J. L. Sollis

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
APR 26 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122 (Rev. 7-77)

PUC Docket No. SXF ________

PUC Crossing No. C-620.58

DOT-AAR Crossing No. ________

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the matter of the application of Douglas County (name of applicant)

for the authority, pursuant to ORS 763. 020 (020/030/040), to

construct (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of Ward Butte Road (name of street or highway)

and Southern Pacific Transportation Company (name of railroad company),

Siskiyou Mainline (name of railroad main or branch line or other trackage)

near (in/near) Divide (name of city/town/rail station), Douglas (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection account (ORS 763.270, .280, .290). Estimate of dollar cost to fund: $________

☒ Federal-Aid Highway System funds.*

Interstate funds.

☐ Other Federal funds.*

____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

Title Page

PUC Form 202 (31) 10-77
Replaces AX-1/75

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) X Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing. (Simplified form 203 (31) 10-77 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under (5) above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify) ____________________

If item (1), (2), (3), (4), (5) or (6) is checked, has a siting permit for a public transportation facility been obtained pursuant to ORS 197.415?

Yes (yes/no) If no, why not? ____________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	221-1300	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Division Engineer	288-8221	(Portland)
or--	208-232-4450	(Pocatello)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Douglas County

Address: Courthouse, 1036 S.E. Douglas, Roseburg, OR 97470

2. Statutory authority under which this application is made: ORS 763.020
020/030/040

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing grade or separated crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

Railroad milepost 620.58

City

Nearest railroad station Divide

County Douglas

The proposed project is to be in the SW 1/4 of the SW 1/4 of Section 11, Township 21S, Range 4W, W. M.

4. Name of public highway involved in this project:

Ward Butte Road

Name of public authority with jurisdiction over this highway:

Douglas County

5. Name of railroad involved in this project: Southern Pacific Transportation Company, Siskiyou Mainline
(include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

a. Southern Pacific Transportation Company
b. Oregon Department of Transportation, Highway Division
c. Douglas County
d.
e.
f.

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

Construct grade crossing to serve property losing access to Pacific Highway due to freeway being built to interstate standards. Install #2 flashing lights and #4 automatic gates.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

If yes, why? To provide safe access to property owners

9. Is the crossing involved (to be) a separated crossing? No (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location?

No (yes/no) If no, why not? No funds available

11. Physical description of the crossing:

a. The Highway

(1) Alignment--Describe the highway alignment for 1000 feet on each approach, both before and after the project:

On south approach it is tangent for 500 feet from crossings. South of this, there is a mild reverse. On north approach there is a sharp curve just north of crossing. Remainder of approach is nearly tangent.

(2) *Width--The highway is N/A feet wide at the crossing at present; after completion of the project, it will be 26 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At present--			After completion--		
Shoulder** of	N/A	feet	Shoulder of	3	feet
lane(s) at	N/A	ft. ea.	1 lane(s) at	10	ft. ea.
Median of	N/A	feet	Median of		feet
lane(s) at	N/A	ft. ea.	1 lane(s) at	10	ft. ea.
Shoulder of	N/A	feet	Shoulder of	3	feet

---

* Measurement of highway width should be along a line perpendicular to the highway.
** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

11.a. (Continued)

(3) Surface--	At present:	After completion:
Type of surface on traveled way:		
on approaches	N/A	Asphalt
at crossing	N/A	Asphalt
Type of surface on shoulders;	N/A	Gravel
Condition of surface:		
on approaches	N/A	New
at crossing	N/A	New
Is the highway curbed on the approaches?	N/A	No
Is there one or more sidewalks at this crossing?	N/A	No

If either answer to the above question is "Yes", please describe below, including width and location of each sidewalk:

(4) Gradient, going toward crossing on--	At present:	After completion:
N (N or E) approach	± N/A %	± 0 %
S (S or W) approach	± N/A %	± 0 %

(5) Nearest public roadway intersection on each approach--

(a) N (N or E) approach: None ft; ADT deadends

(b) S (S or W) approach: 60 ft; ADT 30

Name of road or highway:

(a) N/A

(b) Pacific Highway Frontage Road

Public authority with jurisdiction over road or highway:

(a) N/A

(b) Douglas County

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) No (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

(6) Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

N/A

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	N/A	1

Name of each track from N (N or E) to S (S or W):

Siskiyou Mainline

(2) Angle of intersection--	N/A °	90°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

Nearly tangent - crossing is in center of wide sweeping curve.

11.b. (Continued)

(4) Nearest switch--

	At present:		After completion:	
E (N or E) of crossing:	N/A	ft.	1000+	ft.
W (S or W) of crossing:	N/A	ft.	1000+	ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: N/A; After completion: 15;

Expected 5 years from completion: 20.

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:		Expected after completion:	
300 ft. from crossing on N (N or E) approach:	N/A	mph	20	mph
on S (S or W) approach:	N/A	mph	20	mph
At crossing:	N/A	mph	20	mph
Posted speed limit on approaches:	N/A	mph	None	mph
(3) Direction of traffic flow:	N/A (N & S, etc.)		N&S	

b. The Railroad

(1) Train movements-- (avg. per day)

	At present:	Expected after completion:
Freight trains:	N/A	6
Switching movements:	N/A	0
Passenger trains:	N/A	0

(2) Speed of trains--

	At present:		Expected after completion:	
Maximum allowable:	N/A	mph	40	mph
Typical:	N/A	mph	35	mph
Slowest Normal:	N/A	mph	35	mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . . The motor vehicle operator can see along the railroad . . .

N (N or E) approach:	300	ft. to right;	300	ft. to left
S (S or W) approach:	300	ft. to right;	300	ft. to left

13.a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . . The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 200 ft. to right; 200 ft. to left

S (S or W) approach: 200 ft. to right; 200 ft. to left

If these sight distances will be changed on completion of the project, please explain below:

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

No (yes/no) If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? No (yes/no)

If yes, explain how you propose to overcome this problem:

If no, why not?

No area to park adjacent to crossing.

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
*Standard No. 4, automatic gate signal
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
**Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guard rail
Non-mountable curb
**Traffic signals at adjacent intersection
Track circuitry to interconnect crossing signals with traffic signals at adjacent intersection
Traffic signals at crossing

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: #2 Flashing Lights & #4 Automatic Gates

Number of such devices: 2 ; To be located as follows: Each side of crossing, 19 feet from centerline.

(1) Who will perform the installation: Southern Pacific Transportation Company

(2) Estimated cost of installation: $ 45,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Department of Trans, Highway Div.	100

(4) Who will maintain these devices? Southern Pacific Transportation Company

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Co.	100

*** Include cost of furnishing the protective device(s).

14. (Continued)

b. Protection type: Guardrail

Number of such devices: 2 ; To be located as follows: Both sides of crossing adjacent to signals, 13 feet from centerline.

(1) Who will perform the installation? Oregon Dept. of Trans., Highway Division

(2) Estimated cost of installation: $ 3,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Dept. of Trans., Highway Division	100

(4) Who will maintain these devices? Douglas County

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Douglas County	100

c. Protection type: Advance Warning Signs & Pavement Markings.

Number of such devices: 2 each ; To be located as follows: Each side of crossing on approaches to crossing.

(1) Who will perform the installation? Oregon Dept. of Trans., Highway Division

(2) Estimated cost of installation: $ 350 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Dept. of Trans., Highway Division	100

(4) Who will maintain these devices? Douglas County

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Douglas County	100

NOTE: Add 14d, e, etc., on separate sheet, if needed.

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

Estimated cost of this portion: $ 2,600

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: Oregon Dept. of Trans., Highway Division

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Oregon Dept. of Trans., Highway Division - 100%

b. Remainder of crossing area: Oregon Dept. of Trans., Highway Division - 100%

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: Douglas County

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: Douglas County

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

Motion sensors with wrap-around circuits.

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

NO (yes/no) If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings

20. At the crossing, the highway will be ____________ (above/below) the railroad tracks.

30. (Continued)

Route B: ________________________________

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ________________________________

Route B: ________________________________

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

33. What protective devices are currently installed at the crossing to be closed?

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ________ (yes/no)

35. Who will close the crossing? ________________

36. Who will bear the expense of closing the crossing? ________________

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance? ________________

SECTION V. -- (To be completed by all.)

39. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain: ________________

39. (Continued)

If no, explain why not: Required for movement of traffic.

40. Other items of construction and cost distribution:

None

* * *

41. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes, Shts 2B, 7 & 7C (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: 11, 12

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Roseburg, Oregon this 24 day of April, 1978.

George E. Grubb, Dir. Pub. Wks.
(Applicant)

Paul Nolte
(Attorney)

I, GEORGE E. GRUBB DONALD E. ANDERSON, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

George E. Grubb

Donald E. Anderson

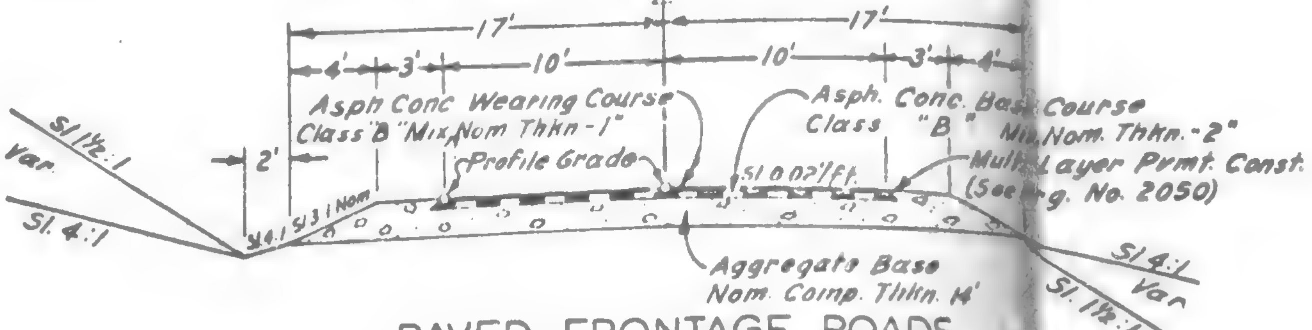
STATE OF OREGON }
County of DOUGLAS } ss.

Subscribed and sworn to before me this 24th day of April, 1978.

Sally Pakulak
(Notary Public for Oregon)

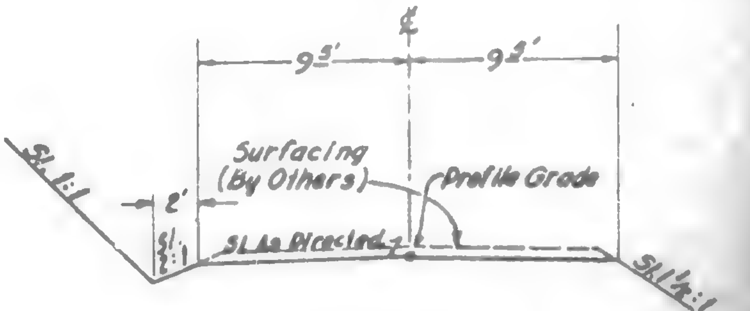
My Commission Expires: 3-27-81

PUC Form 202 (31) 10-77
Signature Page

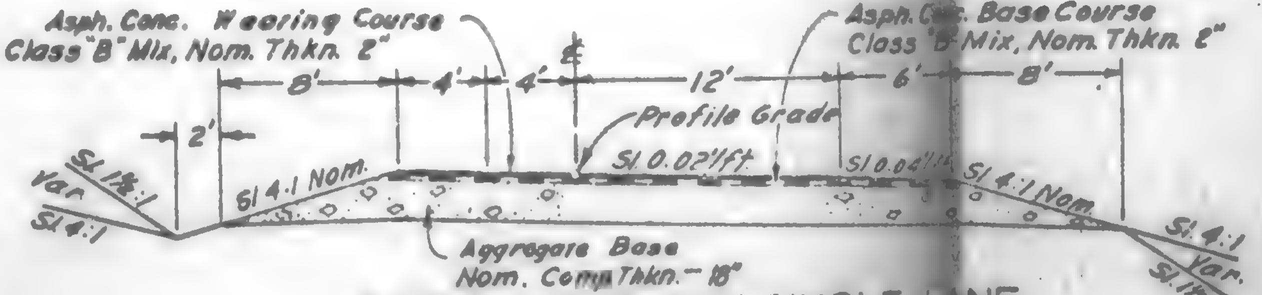

℄
17'
17'
4'
3'
10'
10'
3'
4'
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn. - 1"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. - 2"
2'
Profile Grade
Multi-Layer Pvmt. Const. (See Dwg. No. 2050)
Sl. 0.02'/Ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1 Sl. 3:1 Nom.
Aggregate Base Nom. Comp. Thkn. 14"
Sl. 4:1
Var.
Sl. 1½:1

PAVED FRONTAGE ROADS

STA. "FR" 1031 + 70.00 To STA. "FR" 1041 + 04.37
"FR" 248 + 13.87 To "FR" 289 + 79.86
"WB" 12 + 50.00 To "WB" 21 + 27.37
"FBR" 97 + 38.03 To "FBR" 104 + 31.00
"T" 14 + 48.00 To "T" 24 + 49.02
"FA" 6 + 61.28 To "FA" 7 + 75.00
"CR" 1016 + 50.00 To "CR" 1019 + 85.00

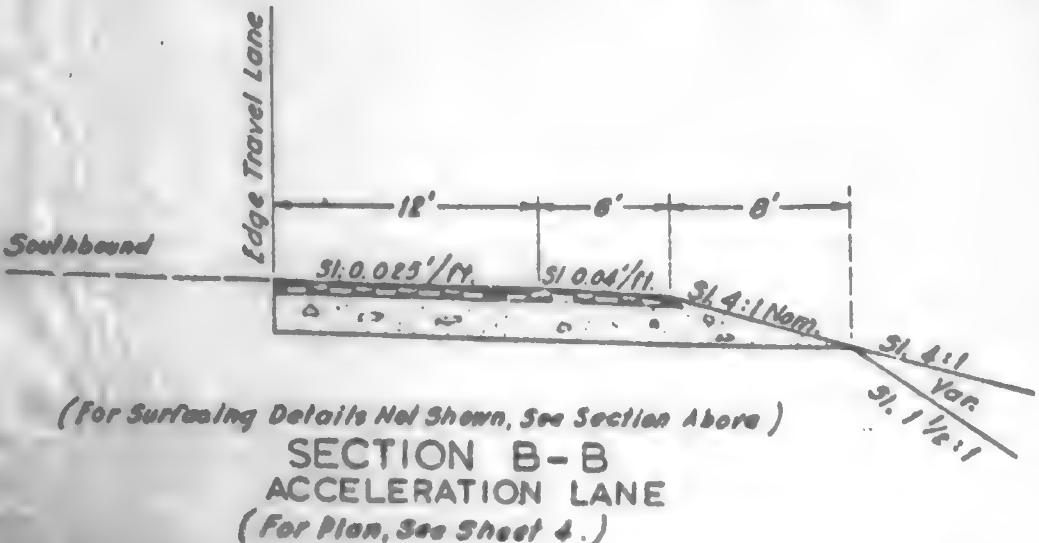

℄
9½'
9½'
Sl. 1:1
Surfacing (By Others)
Profile Grade
2'
Sl. 2:1
Sl. As Directed
Sl. 1½:1

STA. "WR" 10 + 12.51 To STA. [EQ. "WR" 22 + 83.46 Bk. = "WR" 20 + 47.45 Ah.]


Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn. 2"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. 2"
℄
8'
4'
4'
12'
6'
8'
2'
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1 Nom.
Sl. 4:1 Nom.
Aggregate Base Nom. Comp. Thkn. - 18"
Sl. 4:1
Var.
Sl. 1½:1

DETOUR-ONE-WAY, SINGLE LANE

STA. "WB" 19 + 53 To STA. 28 + 00 (Rt.)
STA. "HA" 11 + 60 To STA. "HA" 19 + [illegible]0
"HA" 16 + 10 To "HA" 19 + 50


Edge Travel Lane
Southbound
12'
6'
8'
Sl. 0.025'/Ft.
Sl. 0.04'/Ft.
Sl. 4:1 Nom.
Sl. 4:1
Var.
Sl. 1½:1

(For Surfacing Details Not Shown, See Section Above)

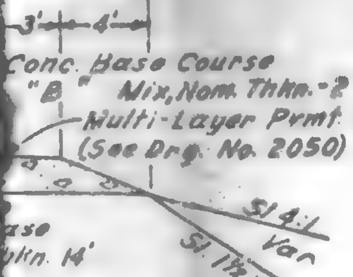
SECTION B-B

ACCELERATION LANE

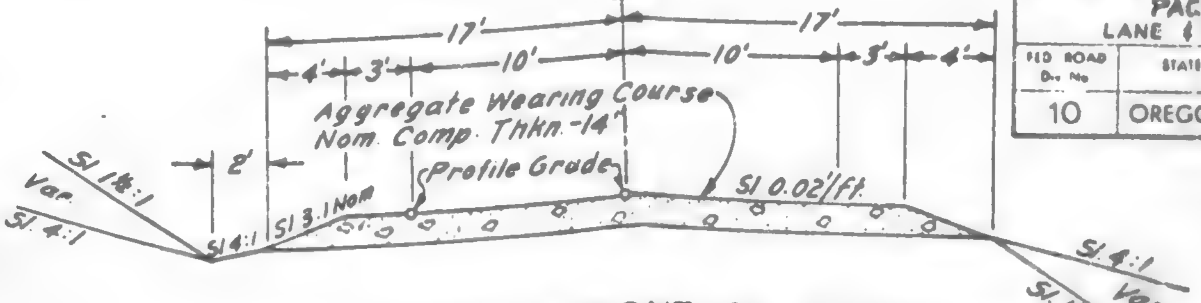
(For Plan, See Sheet 4.)

MARTIN CR.-COMSTOCK S
PACIFIC HIGHWAY
LANE & DOUGLAS COUNTIES

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISC YE
10	OREGON		

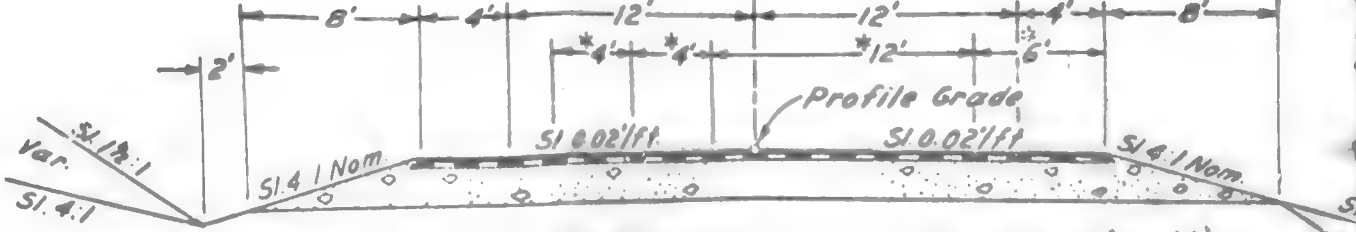

3' 4'
Conc. Base Course
"B" Mix, Nom. Thkn. -2"
Multi-Layer Pvmt. Const.
(See Drg. No. 2050)
Sl. 4:1
Var.
Sl. 1½:1
ase
hkn. 14'

DS
41 + 04.37
89 + 79.86
21 + 27.37
04 + 31.00
24 + 49.02
7 + 75.00
019 + 85.00


℄
17'
17'
4'
3'
10'
10'
3'
4'
Aggregate Wearing Course
Nom. Comp. Thkn. -14"
2'
Profile Grade
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Sl. 3:1 Nom.
Sl. 0.02'/ft.
Sl. 4:1
Var.
Sl. 1½:1

UNPAVED FRONTAGE ROADS

"FA" 7 + 75.00 To "FA" 39 + 22.56 (GRADING ONLY)
"FBR" 4 + 36.72 To "FBR" 70 + 91.71
"WB" 21 + 27.37 To "WB" 29 + 00.00


℄
8'
4'
12'
12'
4'
8'
*4'
*4'
*12'
*6'
2'
Profile Grade
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1 Nom.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1 Nom.

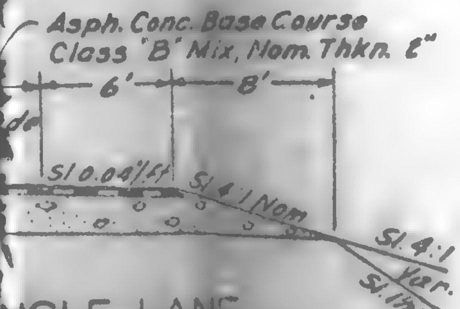
(For Sufacing Details Not Shown, See Detour Section Lt.)

DETOUR-TWO-WAY, SINGLE LANE
*ONE-WAY, SINGLE LANE

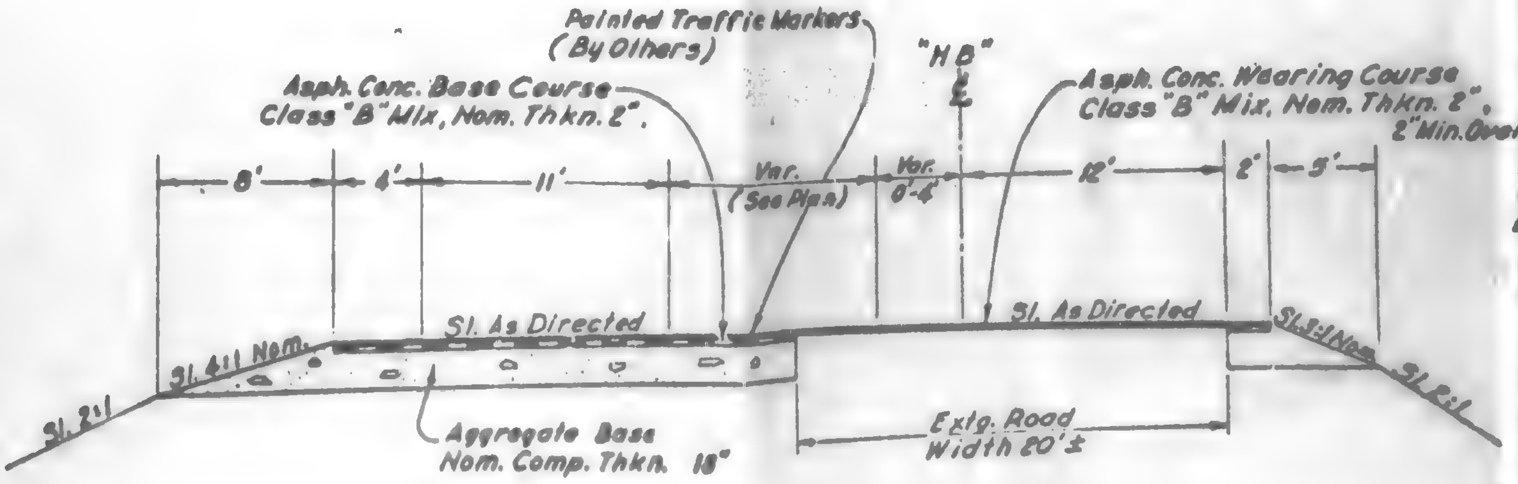
STA. "WB" 16 + 70 To STA. 21 + 00 (Lt.)

*Note:
Re-Stripe For O
Single Lane Traf
Completion Of St
Construction.

R" 22 + 83.46 Bk. =
R" 20 + 47.45 Ah.


Asph. Conc. Base Course
Class 'B' Mix, Nom. Thkn. 2"
6'
8'
de
Sl. 0.04'/ft.
Sl. 4:1 Nom.
Sl. 4:1
Var.
Sl. 1½:1

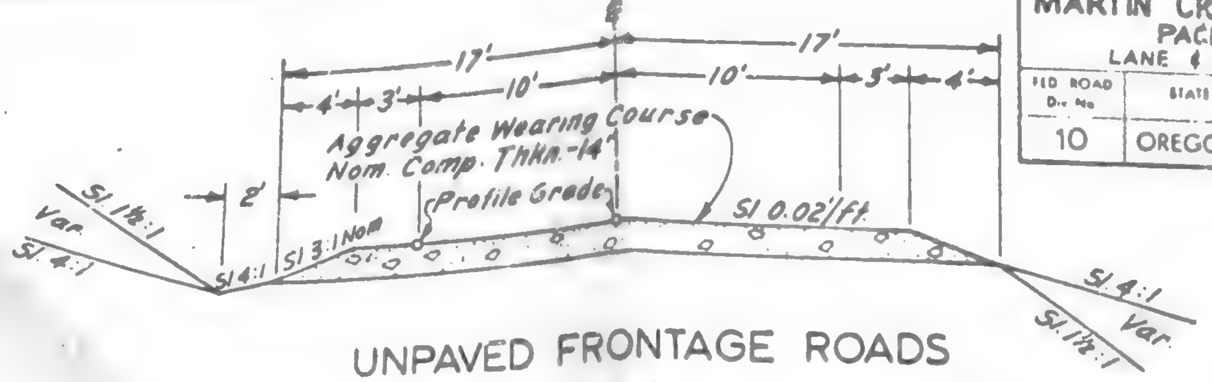
NGLE LANE
28 + 00 (Rt.)
"HA" 19 + 10
"HA" 19 + 50


Painted Traffic Markers
(By Others)
"HB"
℄
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. 2".
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. 2",
2" Min. Over
8'
4'
11'
Var.
(See Plan)
Var.
0'-4'
12'
2'
5'
Sl. As Directed
Sl. As Directed
Sl. 4:1 Nom.
Sl. 2:1
Sl. 3:1 Nom.
Sl. 2:1
Aggregate Base
Nom. Comp. Thkn. 18"
Extg. Road
Width 20'±

"HB" LINE
SECTION A-A

(For Plan, See Sheet 4)

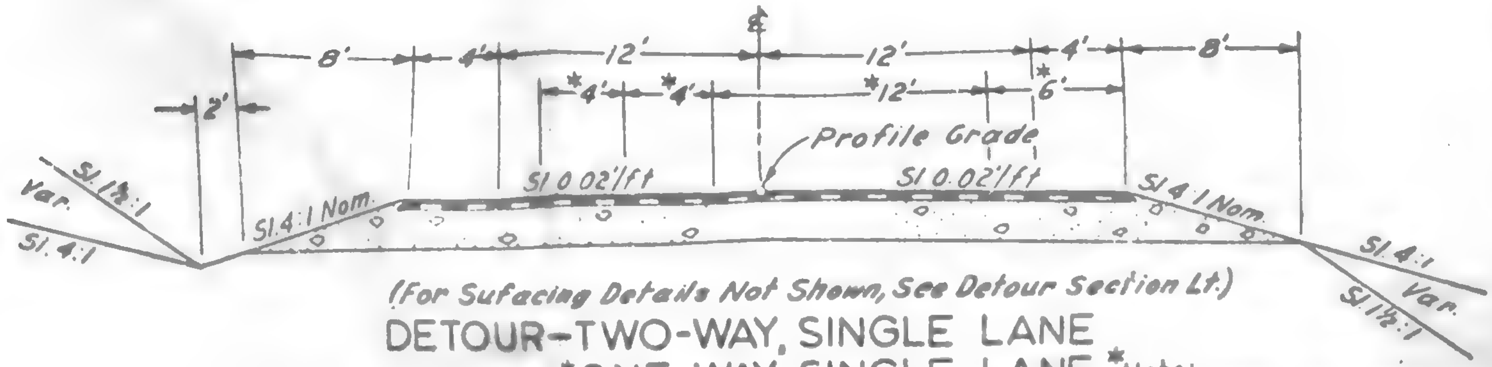
MARTIN CR.-COMSTOCK SEC. PACIFIC HIGHWAY LANE & DOUGLAS COUNTIES				SHEET No. 2B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



℄
17'
17'
4'
3'
10'
10'
3'
4'
Aggregate Wearing Course Nom. Comp. Thkn. 14"
Profile Grade
2'
Sl. 1½:1
Var.
Sl. 4:1
Sl. 3:1 Nom.
Sl. 4:1
Sl. 0.02'/ft.
Sl. 4:1
Var.
Sl. 1½:1

UNPAVED FRONTAGE ROADS

"FA" 7 + 75.00 To "FA" 39 + 22.56 (GRADING ONLY)
"FBR" 4 + 36.72 To "FBR" 70 + 91.71
"WB" 21 + 27.37 To "WB" 29 + 00.00



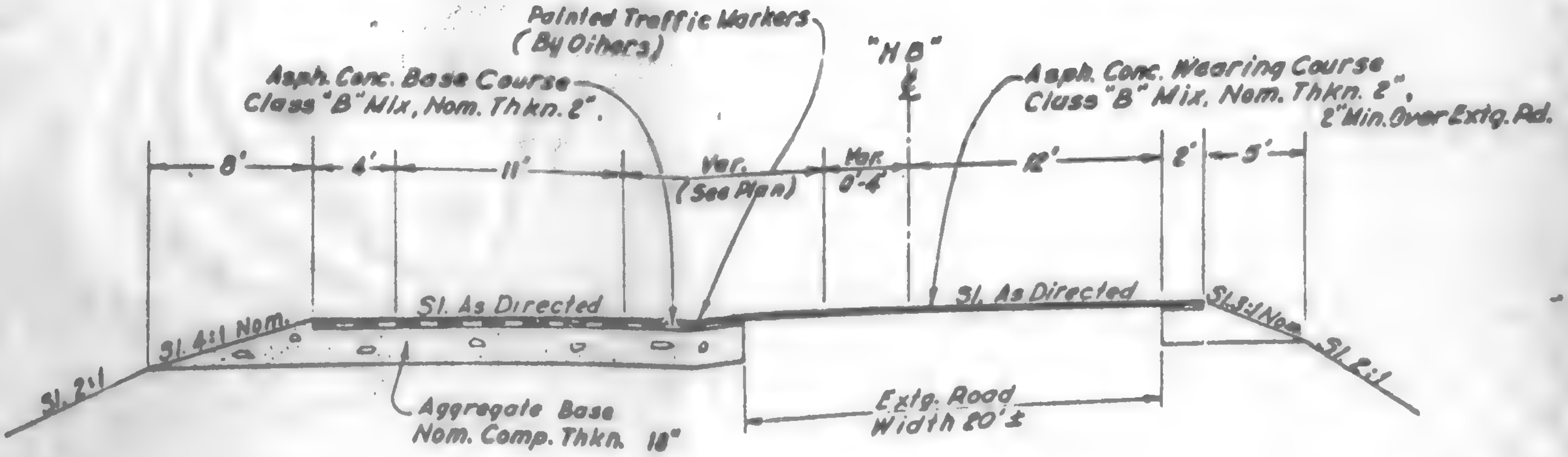
℄
8'
4'
12'
12'
4'
8'
*4'
*4'
*12'
*6'
2'
Profile Grade
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1 Nom.
Sl. 0.02'/ft
Sl. 0.02'/ft
Sl. 4:1 Nom.
Sl. 4:1
Var.
Sl. 1½:1

(For Sufacing Details Not Shown, See Detour Section Lt.)

DETOUR-TWO-WAY, SINGLE LANE
*ONE-WAY, SINGLE LANE

STA. "WB" 16 + 70 To STA. 21 + 00 (Lt.)

*Note: Re-Stripe For One-Way Single Lane Traffic After Completion Of Stage One Construction.

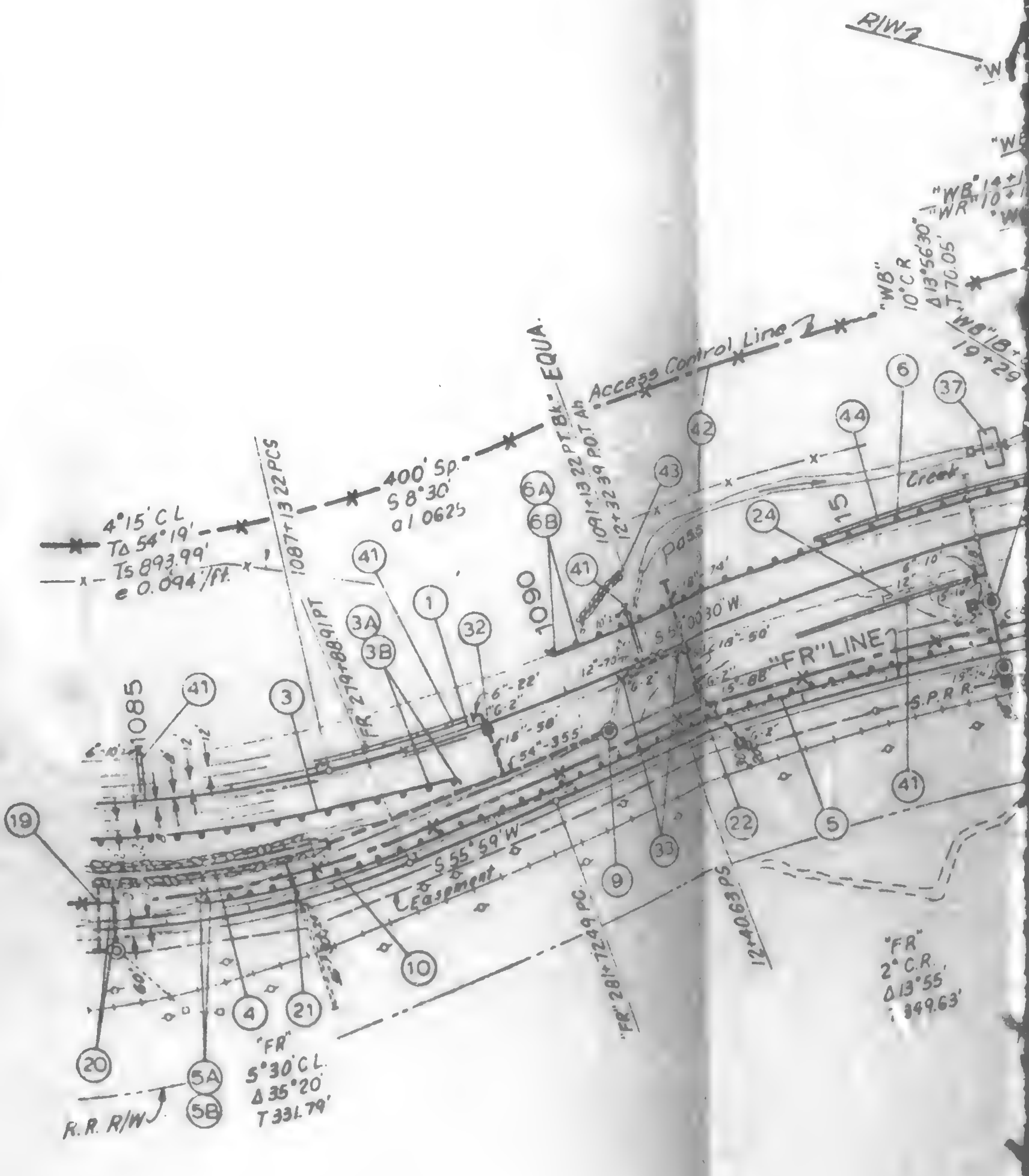


Painted Traffic Markers (By Others)
"HB" ℄
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. 2".
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn. 2", 2" Min. Over Extg. Rd.
8'
4'
11'
Var. (See Plan)
Var. 0'-4'
12'
2'
5'
Sl. As Directed
Sl. As Directed
Sl. 4:1 Nom.
Sl. 2:1
Sl. 3:1 Nom.
Sl. 2:1
Aggregate Base Nom. Comp. Thkn. 18"
Extg. Road Width 20'±

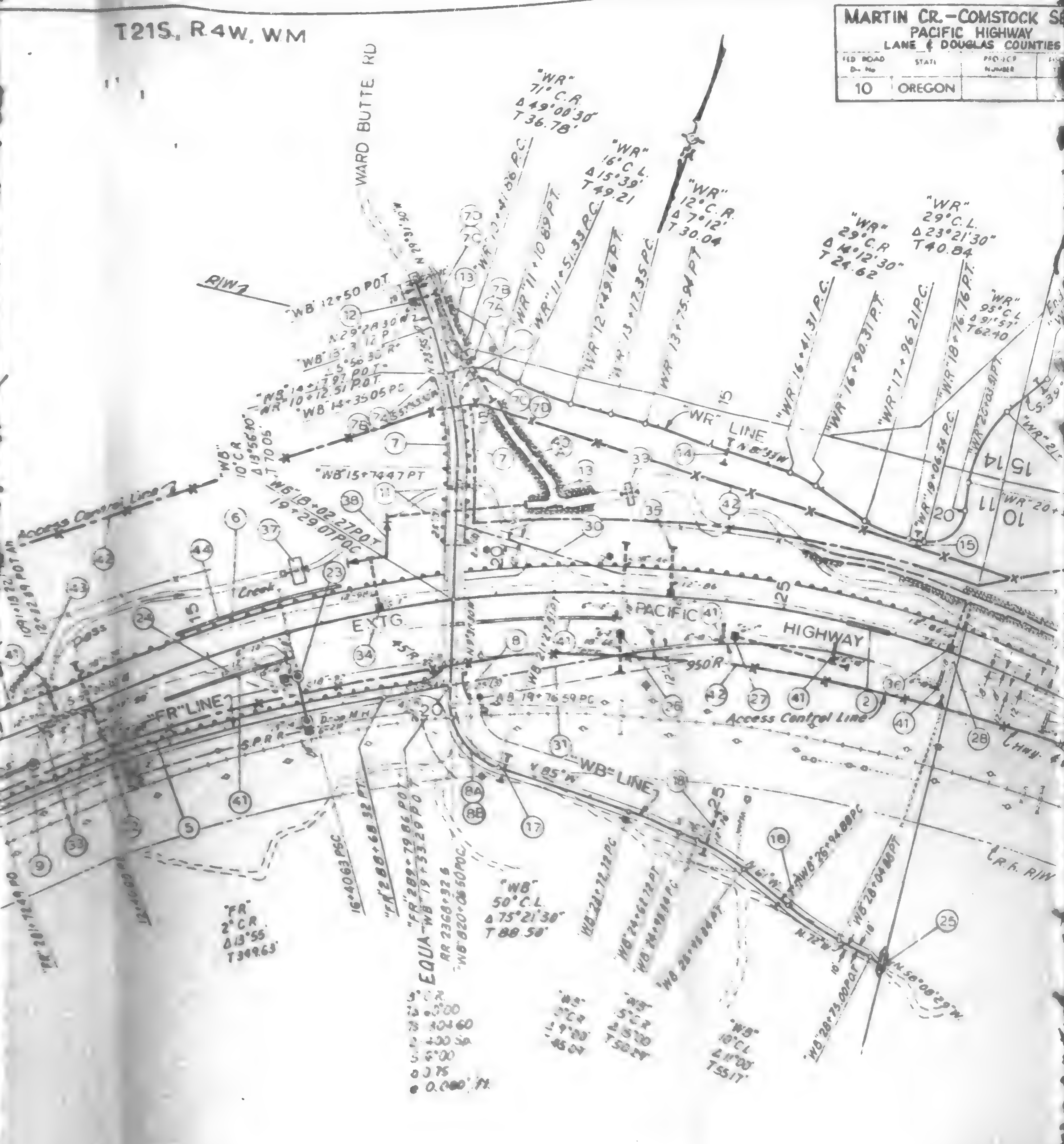
"HB" LINE
SECTION A-A

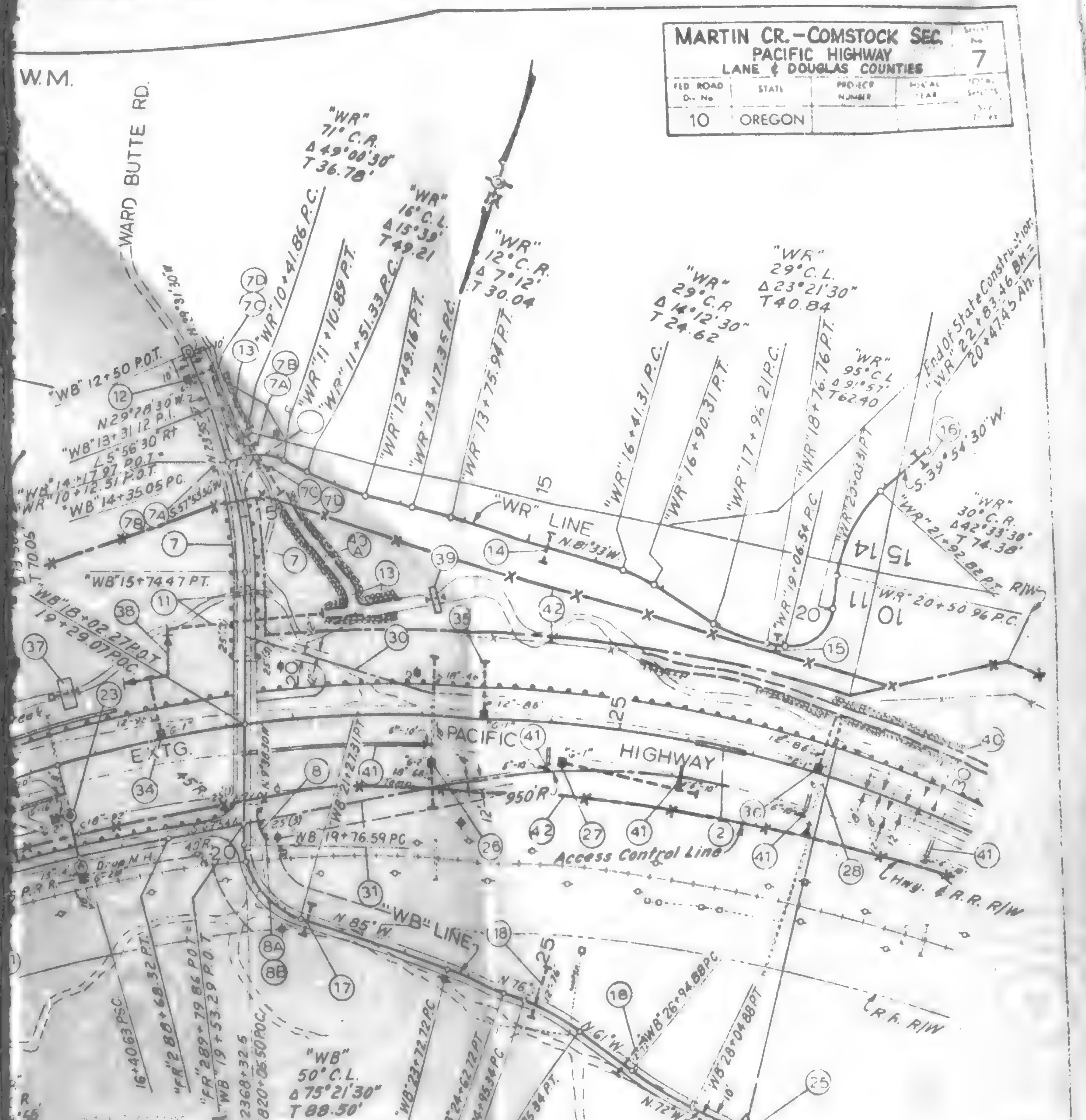
(For Plan, See Sheet 4)

T.21S., R.4W., W.M.



R/W
"WB" 14+
"WB" 10+
"WR"
"WB" 10° C.R. Δ 13°56'30" T 70.05'
"WB" 18+
19+29
Access Control Line
EQUA.
1091+13.22 P.T. Bk.
12+32.39 P.O.T. Ah.
4°15' C.L. TΔ 54°19' Ts 893.99' e 0.094'/Ft.
400' Sp. S 8°30' a 1.0625
1087+13.22 P.C.S.
"FR" 279+88.91 PT
1085
1090
15
Pass
Creek
S 55°00'30" W
"FR" LINE
S.P.R.R.
S 55°59' W
℄ Easement
"FR" 281+72.49 P.C.
12+40.63 P.S.
"FR" 5°30' C.L. Δ 35°20' T 331.79'
"FR" 2° C.R. Δ 13°55' T 349.63'
R.R. R/W
1
3
3A
3B
4
5
5A
5B
6
6A
6B
9
10
19
20
21
22
24
32
33
37
41
42
43
44

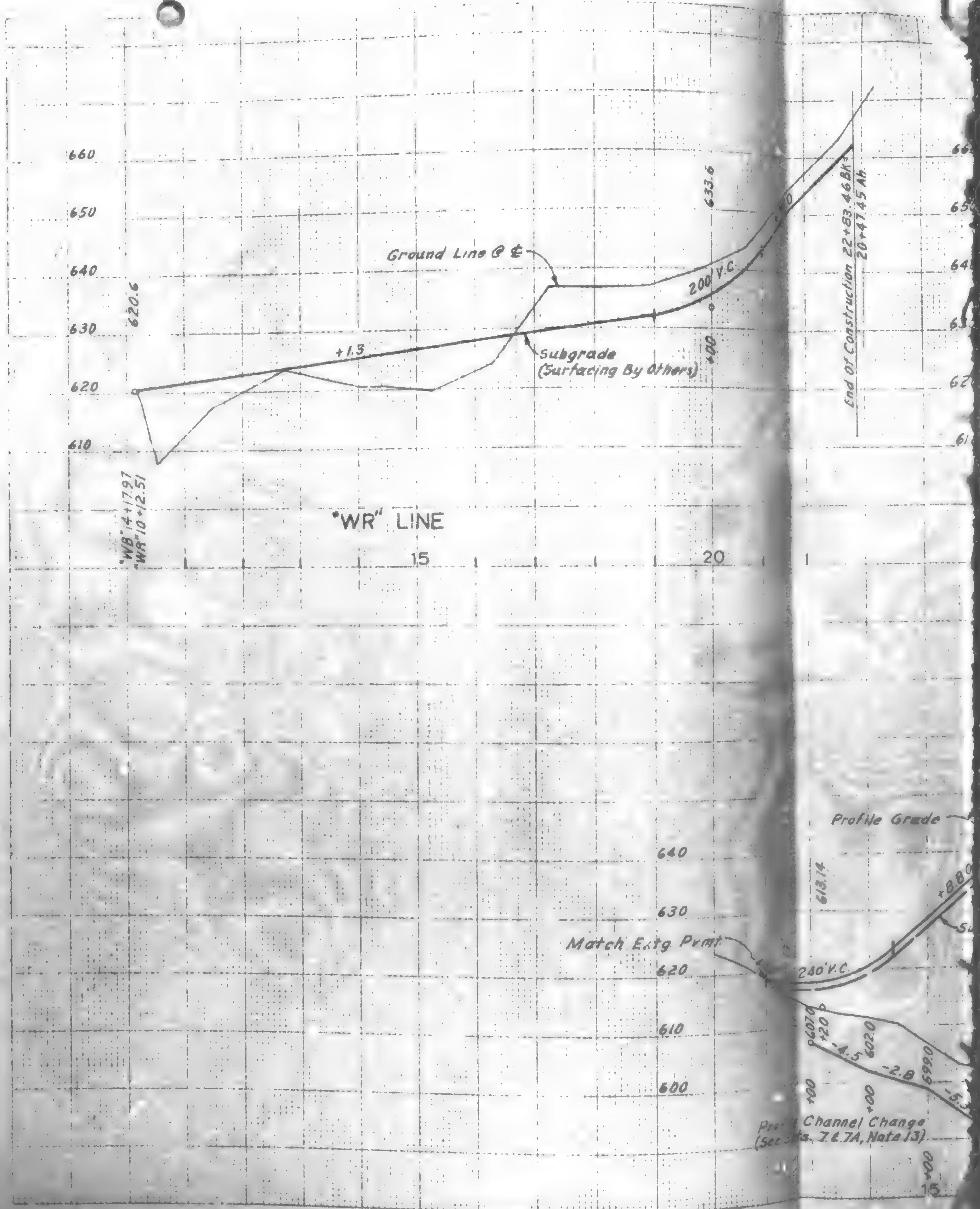

T21S, R4W, W.M.
MARTIN CR.-COMSTOCK SE
PACIFIC HIGHWAY
LANE & DOUGLAS COUNTIES
FED. ROAD DIV. NO.
STATE
PROJECT NUMBER
10
OREGON
WARD BUTTE RD
"WR" 71° C.R. Δ 49°00'30" T 36.78'
"WR" 16° C.L. Δ 15°39' T 49.21
"WR" 12° C.R. Δ 7°12' T 30.04
"WR" 29° C.R. Δ 14°12'30" T 24.62
"WR" 29° C.L. Δ 23°21'30" T 40.84
"WR" 95° C.L. Δ 91°57' T 62.40
"WR" 11+10.89 P.T.
"WR" 11+51.33 P.C.
"WR" 12+49.16 P.T.
"WR" 13+17.35 P.C.
"WR" 13+75.94 P.T.
"WR" 16+41.31 P.C.
"WR" 16+90.31 P.T.
"WR" 17+96.21 P.C.
"WR" 18+76.76 P.T.
"WR" 19+06.54 P.C.
"WR" LINE
R/W
"WB" 12+50 P.O.T.
"WB" 15+74.47 P.T.
"WB" 10° C.R. Δ 13°56'10" T 70.05'
"WB" 18+02.27 P.O.T.
19+29.07 P.O.C.
Access Control Line
Creek
EXTG.
PACIFIC
HIGHWAY
950'R
"FR" LINE
S.P.R.R.
"WB" LINE
"WB" 19+76.59 P.C.
Access Control Line
R.R. R/W
16+40.63 P.S.C.
"FR" 288+79.86 P.O.T.
EQUA. "WB" 19+33.29 P.O.C.
RR 2368+32.6
"WB" 20+08.50 P.O.C.
"FR" 2° C.R. Δ 13°55' T 349.63'
"WB" 50° C.L. Δ 75°21'30" T 88.50'
"WB" 10° C.L. Δ 11°00' T 55.17'
"WB" 26+94.80 P.C.
"WB" 28+04.88 P.T.
"WB" 28+75.00 P.O.T.
N. 58°08'29" W.
15
20
25
14
15
11
10



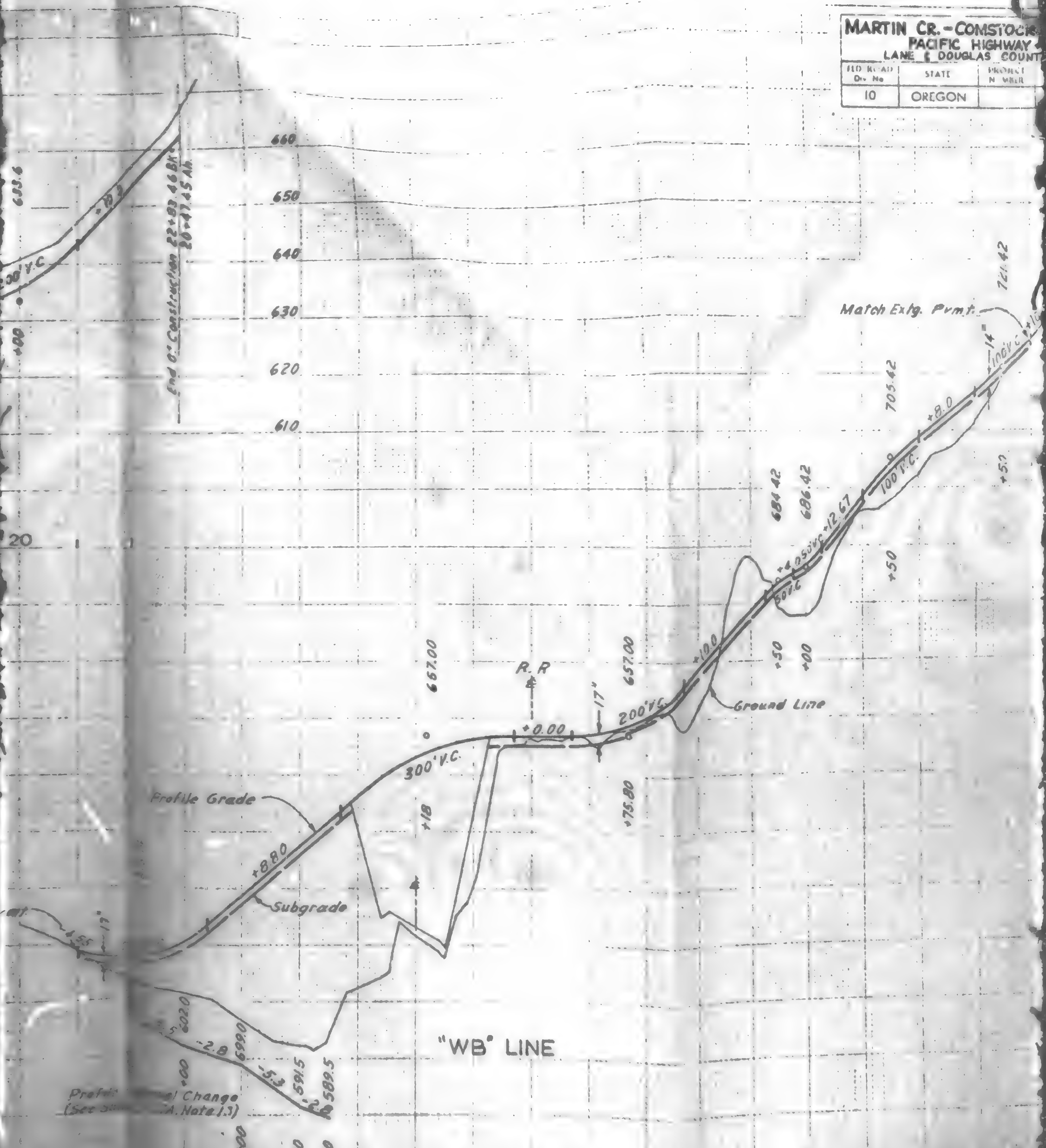
MARTIN CR. – COMSTOCK SEC.
PACIFIC HIGHWAY
LANE & DOUGLAS COUNTIES

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.
10	OREGON			7

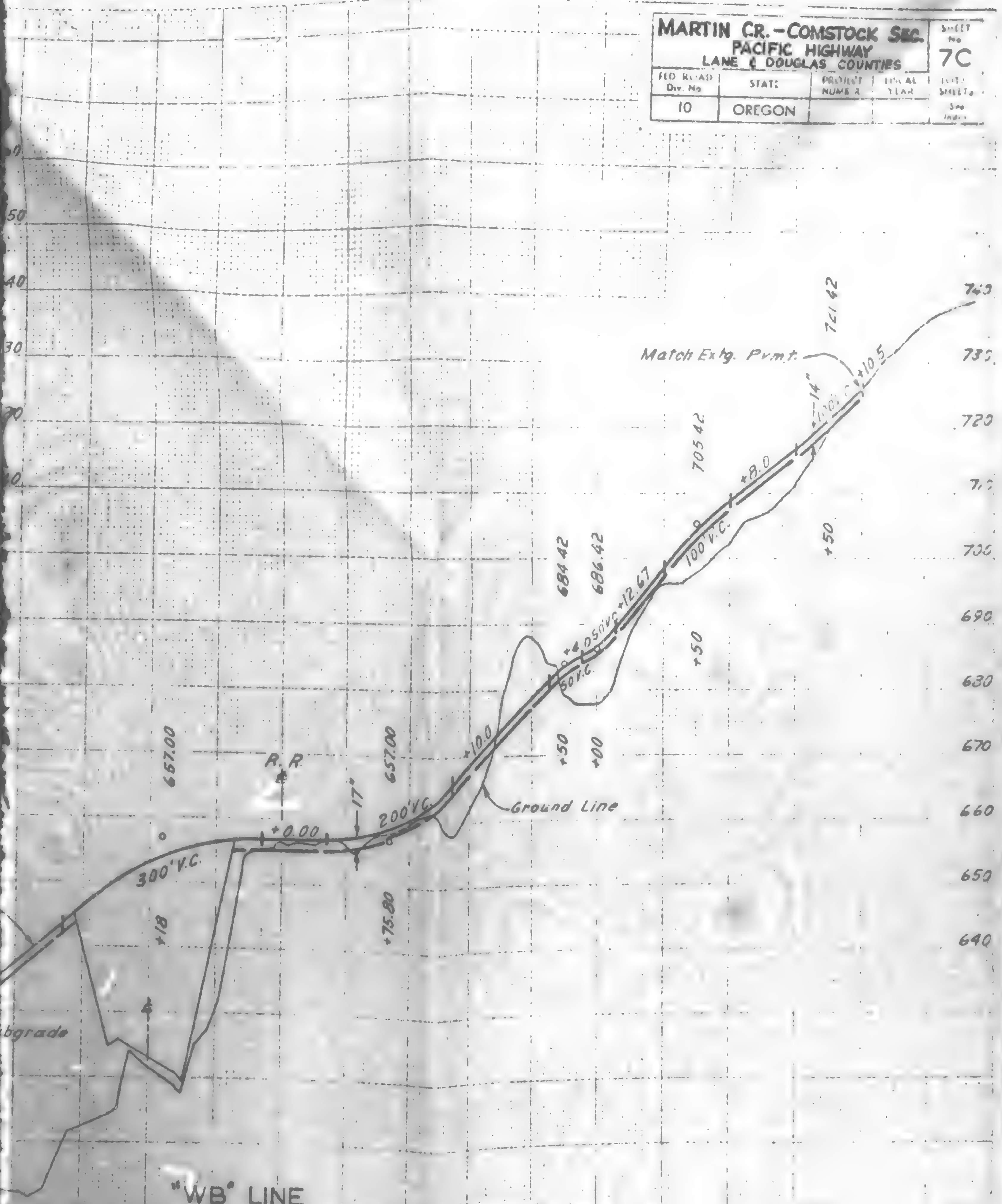
W.M.
WARD BUTTE RD.
"WR" 71° C.R. Δ 49°00'30" T 36.78'
"WR" 16° C.L. Δ 15°39' T 49.21
"WR" 12° C.R. Δ 7°12' T 30.04
"WR" 29° C.R. Δ 14°12'30" T 24.62
"WR" 29° C.L. Δ 23°21'30" T 40.84
"WR" 95° C.L. Δ 9°57' T 62.40
End of State Construction "WR" 22+83.46 Bk = 20+47.45 Ah.
"WR" 30° C.R. Δ 42°33'30" T 74.38'
"WR" 10+41.86 P.C.
"WR" 11+10.89 P.T.
"WR" 11+51.33 P.C.
"WR" 12+49.16 P.T.
"WR" 13+17.35 P.C.
"WR" 13+75.94 P.T.
"WR" 16+41.31 P.C.
"WR" 16+90.31 P.T.
"WR" 17+94.21 P.C.
"WR" 18+76.76 P.T.
"WR" 19+06.54 P.C.
"WR" 20+03.31 P.T.
"WR" 21+92.82 P.T.
"WR" 20+50.96 P.C.
S.39°54'30"W.
"WR" LINE
N.81°33'W.
"WB" 12+50 P.O.T.
N.29°28'30"W.
"WB" 13+31.12 P.I.
∠5°56'30" Rt
"WB" 14+17.97 P.O.T.
"WR" 10+12.51 P.O.T.
"WB" 14+35.05 P.C.
"WB" 15+74.47 P.T.
"WB" 18+02.27 P.O.T.
19+29.07 P.O.C.
EXTG.
PACIFIC HIGHWAY
950' R
Access Control Line
Hwy. & R.R. R/W
R.R. R/W
R/W
"WB" 19+76.59 P.C.
"WB" 21+27.31 P.T.
N. 85° W.
"WB" LINE
N.76°
N.61°W.
N.72°W.
N.58°08'29"W.
"WB" 26+94.88 P.C.
"WB" 28+04.88 P.T.
"WB" 28+75.00 P.O.T.
"WB" 23+72.72 P.C.
"WB" 24+62.12 P.T.
"WB" 24+95.34 P.C.
"WB" 25+95.34 P.T.
16+40.63 P.S.C.
"FR" 288+68.32 P.T.
"FR" 289+79.86 P.O.T.
EQUA. "WB" 19+53.29 P.O.T.
RR 2368+32.5
"WB" 20+06.50 P.O.C.
"WB" 50° C.L. Δ 75°21'30" T 88.50'
"WB" 10° C.R. Δ 9°00' T 45.09'
"WB" 15° C.R. Δ 15°00' T 50.29'
"WB" 10° C.L. Δ 11°00' T 55.17'
3° C.R.
Tɑ 60.00
Ts 1304.60
2-400 Sp.
S 6°00'
ɑ 0.75
e 0.080'/ft.
Drop M.H.
45' R
43' R
15
20
25
30
7D 7C 13 7B 7A 12 7 11 38 37 23 34 8 41 30 39 14 42 35 26 27 2 36 28 40 15 16 31 8A 8B 17 18 25



660
650
640
630
620
610
620.6
633.6
Ground Line @ ℄
200' V.C.
+1.3
Subgrade
(Surfacing By Others)
+00
End of Construction 22+83.46 BK=
20+47.45 Ah.
"WB" 14+17.97
"WR" 10+12.51
"WR" LINE
15
20
Profile Grade
640
630
620
610
600
613.14
Match Extg. Pvmt.
240' V.C.
+8.80
607.0
+20
-4.5
602.0
-2.8
699.0
+00
+00
+00
Profile Channel Change
(See Shts. 7 & 7A, Note 13)
15


MARTIN CR. - COMSTOCK
PACIFIC HIGHWAY
LANE & DOUGLAS COUNT
FED. ROAD Div. No
STATE
PROJECT NUMBER
10
OREGON
660
650
640
630
620
610
633.6
+10.3
200' V.C.
+00
End O' Construction 22+83.46 BK. 26+41.45 Ah.
20
Match Extg. Pvmt.
721.42
14"
100' V.C.
+10
705.42
+8.0
100' V.C.
+50
684.42
686.42
+4.05
50' V.C.
+12.67
50' V.C.
+50
+00
+50
+10.0
Ground Line
657.00
R.R.
667.00
17"
200' V.C.
+0.00
300' V.C.
+18
+75.80
Profile Grade
+8.80
Subgrade
-4.55
17"
602.0
-2.8
599.0
-5.3
591.5
-2.6
589.5
+00
Profile Change
(See Sheet No. Note 13)
+00
+00
+50
15
20
25
"WB" LINE

MARTIN CR. - COMSTOCK SEC. PACIFIC HIGHWAY LANE & DOUGLAS COUNTIES				SHEET No.
				7C
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


Match Extg. Pvmt.
721.42
+10.5
14"
100' V.C.
+8.0
705.42
100' V.C.
+50
684.42
686.42
+12.67
+4.05
50' V.C.
+50
+00
+50
+10.0
Ground Line
657.00
R.R.
657.00
17"
+0.00
200' V.C.
300' V.C.
+75.80
+18
bgrade
"WB" LINE
541.5
589.5
+50
740
730
720
710
700
690
680
670
660
650
640
50
40
30
20
20
25
30

[illegible]

~~ROW~~ 18-2

1

ROBERT W. STRAUB

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

[illegible] Cr.
Comstock

April 26, 1978

PUX 1232

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

Dear Mr. Campbell:

Enclosed is an original and six copies of the Application of Douglas County in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon the Oregon Department of Transportation, and three copies are for use by your office.

Very truly yours,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
Enclosure
cc: H. S. Coulter
Alfred Shirley
C. T. Keasey
D. E. Swan
J. L. Sollis

RECEIVED
STATE HWY ENGR
APR 26 '78
REFER TO
FOR

NOTED
H.S. COULTER

Form 81-734-3122 (Rev. 7-77)

PUC Docket No. SXF ________

PUC Crossing No. C-617.17

DOT-AAR Crossing No. ________

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the matter of the application of Douglas County (name of applicant)

for the authority, pursuant to ORS 763. 020 (020/030/040), to

construct (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of Pacific Highway Frontage Road (name of street or highway)

and Southern Pacific Transportation Company (name of railroad company),

Siskiyou Mainline (name of railroad main or branch line or other trackage)

near (in/near) Comstock (name of city/town/rail station), Douglas (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection account (ORS 763.270, .280, .290). Estimate of dollar cost to fund: $________

☒ Federal-Aid Highway System funds.*
Interstate funds.

☐ Other Federal funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

Title Page

PUC Form 202 (31) 10-77
Replaces AX-1/75

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) X Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing. (Simplified form 203 (31) 10-77 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under (5) above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify) ________________________________

If item (1), (2), (3), (4), (5) or (6) is checked, has a siting permit for a public transportation facility been obtained pursuant to ORS 197.415?

Yes
(yes/no) If no, why not? ________________________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	221-1300	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Division Engineer	288-8221	(Portland)
or--	208-232-4450	(Pocatello)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Douglas County

Address: Courthouse, 1036 S.E. Douglas, Roseburg, OR 97470

2. Statutory authority under which this application is made: ORS 763. 020
020/030/040

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing grade or separated crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

Railroad milepost 617.17

City

Nearest railroad station Comstock

County Douglas

The proposed project is to be in the NE 1/4 of the NW 1/4 of Section 20, Township 21S, Range 4W, W. M.

4. Name of public highway involved in this project:

Pacific Highway Frontage Road

Name of public authority with jurisdiction over this highway:

Douglas County

5. Name of railroad involved in this project: Southern Pacific Transportation Company, Siskiyou Mainline
(include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

a. Southern Pacific Transportation Company
b. Oregon Department of Transportation, Highway Division
c. Douglas County
d.
e.
f.

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

Construct grade crossing to serve property losing access to Pacific Highway due to freeway being built to interstate standards. Install #2 flashing lights and #4 automatic gates.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

If yes, why? To provide safe access to property owners.

9. Is the crossing involved (to be) a separated crossing? No (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location?

No (yes/no) If no, why not? Funds not available.

11. Physical description of the crossing:

a. The Highway

(1) Alignment--Describe the highway alignment for 1000 feet on each approach, both before and after the project:

To south there are a series of three reversing curves. To north the highway ends in a "T" intersection 100 feet from crossing.

(2) *Width--The highway is N/A feet wide at the crossing at present; after completion of the project, it will be 26 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

	At present--				After completion--		
	Shoulder** of		feet		Shoulder of	3	feet
	lane(s) at		ft. ea.	1	lane(s) at	10	ft. ea.
	Median of		feet		Median of		feet
	lane(s) at		ft. ea.	1	lane(s) at	10	ft. ea.
	Shoulder of		feet		Shoulder of	3	feet

---

* Measurement of highway width should be along a line perpendicular to the highway.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

11.a. (Continued)

(3) Surface--

	At present:	After completion:
Type of surface on traveled way:		
on approaches	N/A	Asphalt
at crossing	N/A	Asphalt
Type of surface on shoulders;	N/A	Gravel
Condition of surface:		
on approaches	N/A	New
at crossing	N/A	New
Is the highway curbed on the approaches?	N/A	No
Is there one or more sidewalks at this crossing?	N/A	No

If either answer to the above question is "Yes", please describe below, including width and location of each sidewalk:

(4) Gradient, going toward crossing on--

	At present:	After completion:
N (N or E) approach	± N/A %	+ 0.13 %
S (S or W) approach	± N/A %	- 0.13 %

(5) Nearest public roadway intersection on each approach--

(a) N (N or E) approach: None ft; ADT Road deadends

(b) S (S or W) approach: 100 ft; ADT 20

Name of road or highway:

(a) N/A

(b) Curtin Road

Public authority with jurisdiction over road or highway:

(a) N/A

(b) Douglas County

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) No (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

(6) Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

N/A

b. The Railroad	At present:	After completion:
(1) Number of tracks--	N/A	1

Name of each track from N (N or E) to S (S or W):

Siskiyou Mainline

(2) Angle of intersection--	N/A °	90 °

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

Nearly tangent.

11.b. (Continued)

(4) Nearest switch--

	At present:	After completion:
E (N or E) of crossing:	N/A ft.	1000+ ft.
W (S or W) of crossing:	N/A ft.	1000+ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: N/A ; After completion: 20 ;

Expected 5 years from completion: 25 .

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion:
300 ft. from crossing on N (N or E) approach:	N/A mph	10 mph
on S (S or W) approach:	N/A mph	15 mph
At crossing:	N/A mph	10 mph
Posted speed limit on approaches:	N/A mph	None mph

(3) Direction of traffic flow: N/A (N & S, etc.) N&S

b. The Railroad

(1) Train movements-- (avg. per day)

	At present:	Expected after completion:
Freight trains:	N/A	6
Switching movements:	N/A	0
Passenger trains:	N/A	0

(2) Speed of trains--

Maximum allowable:	N/A mph	40 mph
Typical:	N/A mph	35 mph
Slowest Normal:	N/A mph	35 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

	The motor vehicle operator can see along the railroad . . .
N (N or E) approach:	300 ft. to right; 300 ft. to left
S (S or W) approach:	300 ft. to right; 300 ft. to left

13.a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . . The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 200 ft. to right; 200 ft. to left

S (S or W) approach: 200 ft. to right; 200 ft. to left

If these sight distances will be changed on completion of the project, please explain below:

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	163 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

Yes (yes/no) If yes, please explain by what and at what point it will be obstructed:

By horizontal alignment approximately 150 feet from crossing.

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? No (yes/no)

If yes, explain how you propose to overcome this problem:

If no, why not?

No area to park adjacent to crossing.

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track signs
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
*Standard No. 4, automatic gate signal
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
**Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guard rail
Non-mountable curb
**Traffic signals at adjacent intersection
Track circuitry to interconnect crossing signals with traffic signals at adjacent intersection
Traffic signals at crossing

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: #2 Flashing Lights & #4 Automatic Gates

Number of such devices: 2 each ; To be located as follows: Each side of crossing, 19 feet from centerline.

(1) Who will perform the installation: Southern Pacific Transportation Co.

(2) Estimated cost of installation: $45,000***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Dept. of Trans., Highway Division	100

(4) Who will maintain these devices? Southern Pacific Trans. Co.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Co.	100

*** Include cost of furnishing the protective device(s).

14. (Continued)

b. Protection type: Guardrail

Number of such devices: 2 ; To be located as follows: Both sides of crossing adjacent to signals, 13 feet from centerline.

(1) Who will perform the installation? Oregon Dept. of Trans., Highway Division

(2) Estimated cost of installation: $ 3,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Dept. of Trans., Highway Division	100

(4) Who will maintain these devices? Douglas County

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Douglas County	100

c. Protection type: Advance Warning Signs & Pavement Markings

Number of such devices: 2 each ; To be located as follows: Each side of crossing on approaches to crossing.

(1) Who will perform the installation? Oregon Dept. of Trans., Highway Division

(2) Estimated cost of installation: $ 350 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Dept. of Trans., Highway Division	100

(4) Who will maintain these devices? Douglas County

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Douglas County	100

NOTE: Add 14d, e, etc., on separate sheet, if needed.

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

Estimated cost of this portion: $ 2,600

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: Oregon Dept. of Trans., Highway Division

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Oregon Dept. of Trans., Highway Division - 100%

b. Remainder of crossing area: Oregon Dept. of Trans., Highway Division - 100%

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: Douglas County

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: Douglas County

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

Motion sensors with wrap-around circuits.

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

No (yes/no) If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings

20. At the crossing, the highway will be ____________ (above/below) the railroad tracks.

30. (Continued)

Route B: ______________________________

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ______________________________

Route B: ______________________________

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

33. What protective devices are currently installed at the crossing to be closed?

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ________ (yes/no)

35. Who will close the crossing? ______________________________

36. Who will bear the expense of closing the crossing? ______________________________

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance? ______________________________

SECTION V. -- (To be completed by all.)

39. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain: ______________________________

39. (Continued)

If no, explain why not: Required for movement of traffic.

40. Other items of construction and cost distribution:

None

* *

41. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes - Shts 2B, 14 & 14B
(yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: 11, 12

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Roseburg, Oregon this 24 day of April, 1978.

George E. Grubb, Dir, Pub. Wks.
(Applicant)

Paul Nolte
(Attorney)

GEORGE E. GRUBB
I, DONALD E. ANDERSON, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe

George E. Grubb
Donald E. Anderson

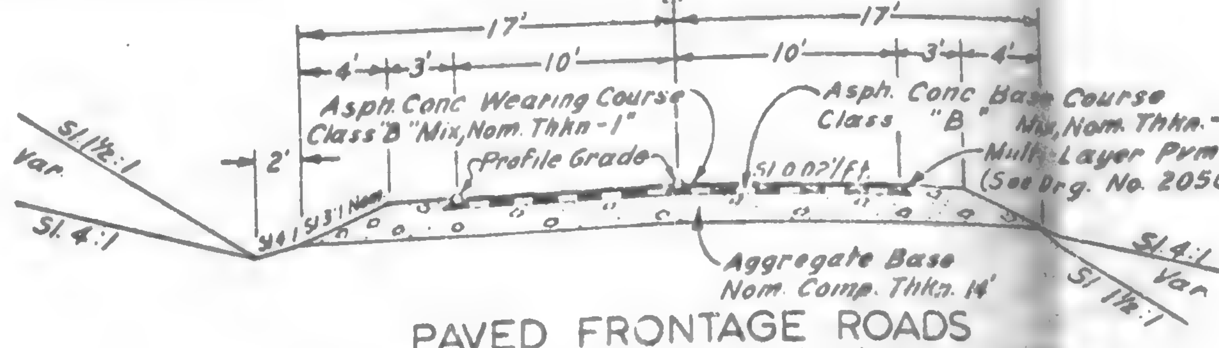
STATE OF OREGON }
County of DOUGLAS } ss.

Subscribed and sworn to before me this 24th day of April, 1978.

Sally Pakulak
(Notary Public for Oregon)

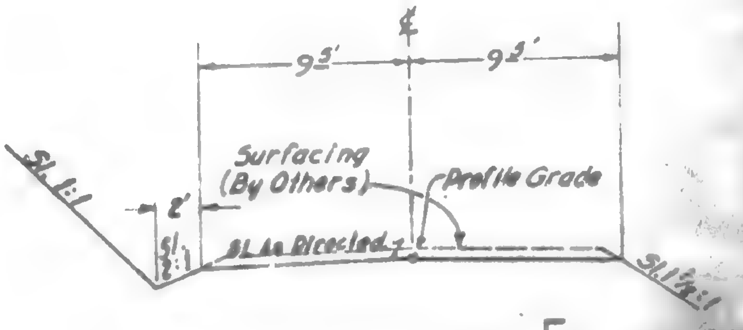
My Commission Expires: 3-27-81

PUC Form 202 (31) 10-77
Signature Page

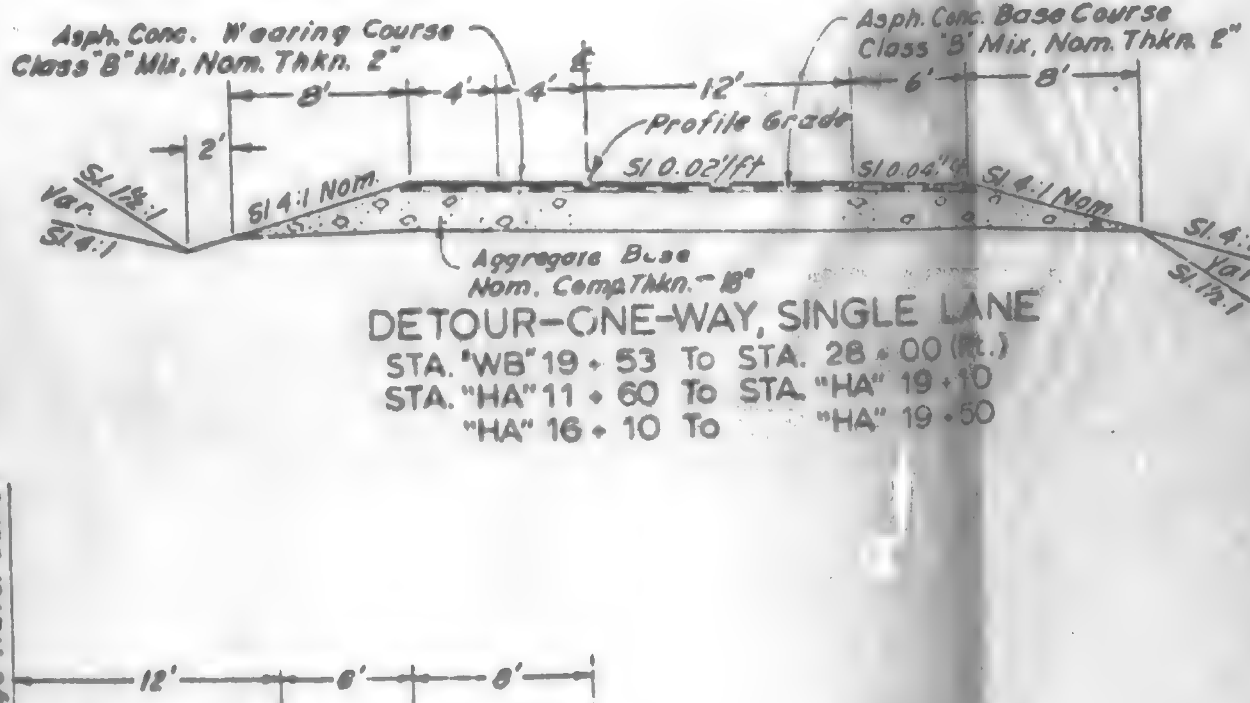

℄
17'
17'
4'
3'
10'
10'
3'
4'
Asph. Conc Wearing Course Class "B" Mix, Nom. Thkn - 1"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. - 2"
Profile Grade
Multi-Layer Pvmt. Const. (See Drg. No. 2050)
Sl 0.02'/Ft.
Sl 1½:1
Var.
2'
Sl 4:1
Aggregate Base Nom. Comp. Thkn. 14"
Sl 4:1
Var.
Sl 1½:1

PAVED FRONTAGE ROADS

STA. "FR" 1031 + 70.00 To STA. "FR" 1041 + 04.37
"FR" 248 + 13.87 To "FR" 289 + 79.86
"WB" 12 + 50.00 To "WB" 21 + 27.37
"FBR" 97 + 38.03 To "FBR" 104 + 31.00
"T" 14 + 48.00 To "T" 24 + 49.02
"FA" 6 + 61.28 To "FA" 7 + 75.00
"CR" 1016 + 50.00 To "CR" 1019 + 85.00

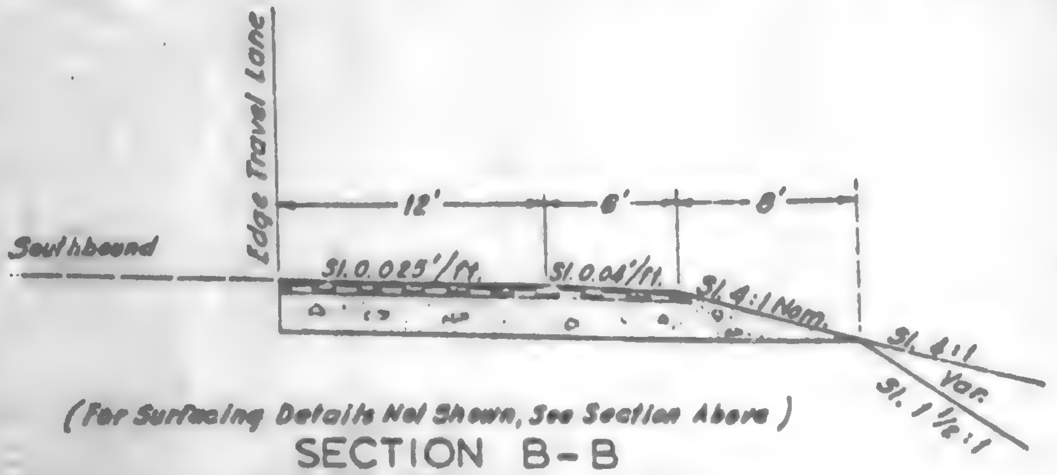

℄
9½'
9½'
Sl 1:1
Surfacing (By Others)
Profile Grade
2'
Sl 2:1
Sl As Directed
Sl 1½:1

STA. "WR" 10 + 12.51 To STA. [EQ. $\frac{\text{"WR" 22 + 83.46 Bk.} =}{\text{"WR" 20 + 47.45 Ah.}}$]


Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn. 2"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. 2"
℄
8'
4'
4'
12'
6'
8'
Profile Grade
2'
Sl 0.02'/Ft
Sl 0.04'/Ft
Sl 1½:1
Var.
Sl 4:1
Sl 4:1 Nom.
Sl 4:1 Nom.
Sl 4:1
Var.
Sl 1½:1
Aggregate Base Nom. Comp. Thkn. - 18"

DETOUR-ONE-WAY, SINGLE LANE

STA. "WB" 19 + 53 To STA. 28 + 00 (Rt.)
STA. "HA" 11 + 60 To STA. "HA" 19 + 10
"HA" 16 + 10 To "HA" 19 + 50


Edge Travel Lane
12'
6'
8'
Southbound
Sl 0.025'/Ft.
Sl 0.04'/Ft.
Sl 4:1 Nom.
Sl 4:1
Var.
Sl 1½:1

(For Surfacing Details Not Shown, See Section Above)

SECTION B-B

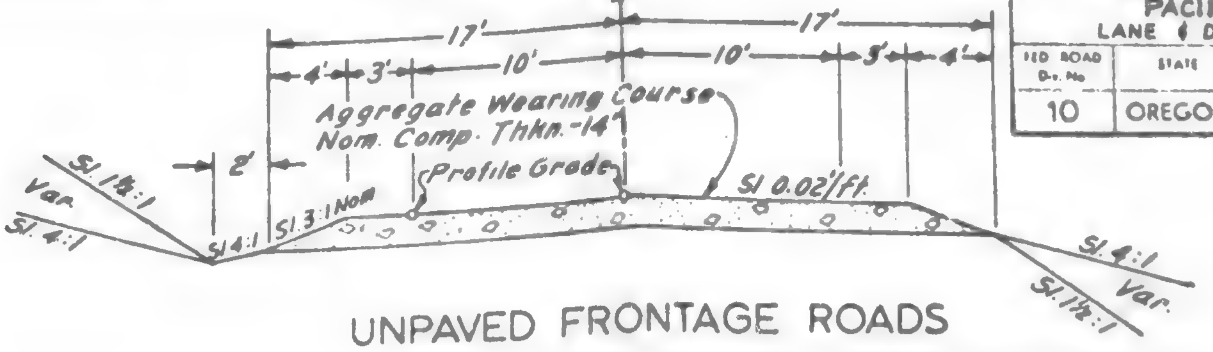
ACCELERATION LANE

(For Plan, See Sheet 4.)

MARTIN CR.-COMSTOCK SE
PACIFIC HIGHWAY
LANE & DOUGLAS COUNTIES

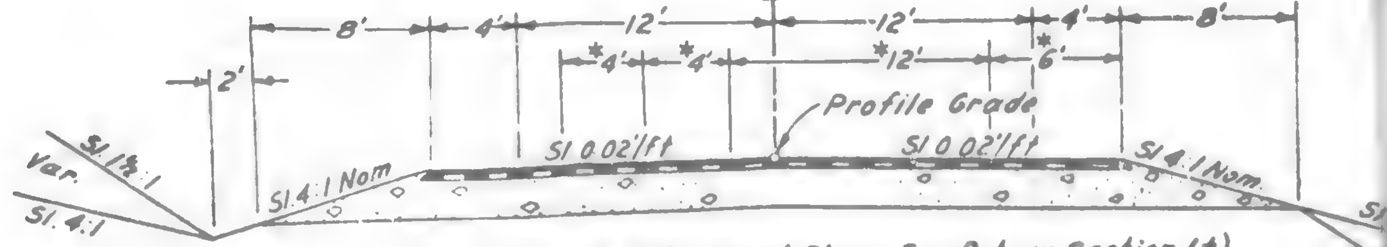
FED. ROAD DIV. No.	STATE	PROJECT NUMBER
10	OREGON	

Course
Nom. Thkn.-2"
-Layer Prmt. Const.
Drg. No. 2050)
Sl. 4:1
Var.
Sl. 1½:1
7
6
7
0
2
0
0
3.4' Pk. =
.43 An.
Conc. Base Course
'B' Mix, Nom. Thkn. 2"
8'
1 Nom.
Sl. 4:1
Var.
Sl. 1½:1


℄
17'
17'
4'
3'
10'
10'
3'
4'
Aggregate Wearing Course Nom. Comp. Thkn.-14"
2'
Profile Grade
Sl. 0.02'/ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Sl. 3:1 Nom
Sl. 4:1
Var.
Sl. 1½:1

UNPAVED FRONTAGE ROADS

"FA" 7 + 75.00 To "FA" 39 + 22.56 (GRADING ONLY)
"FBR" 4 + 36.72 To "FBR" 70 + 91.71
"WB" 21 + 27.37 To "WB" 29 + 00.00

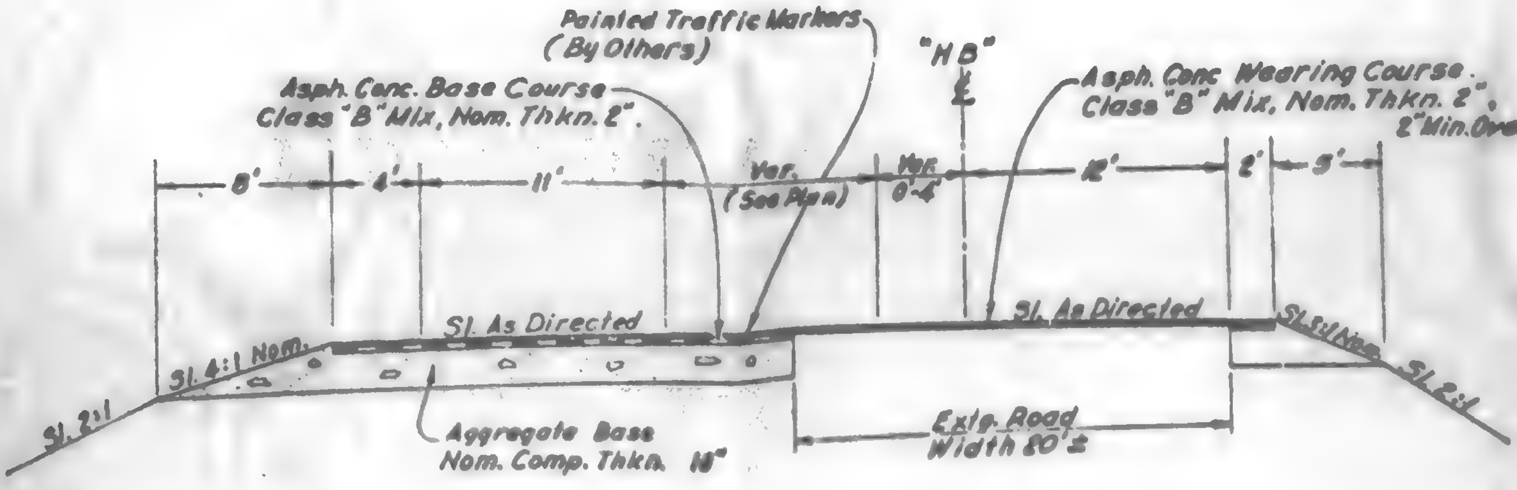

8'
4'
12'
℄
12'
4'
8'
*4'
*4'
*12'
*6'
2'
Profile Grade
Sl. 0.02'/ft
Sl. 0.02'/ft
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1 Nom
Sl. 4:1 Nom.

(For Sufacing Details Not Shown, See Detour Section Lt.)

DETOUR-TWO-WAY, SINGLE LANE
*ONE-WAY, SINGLE LANE

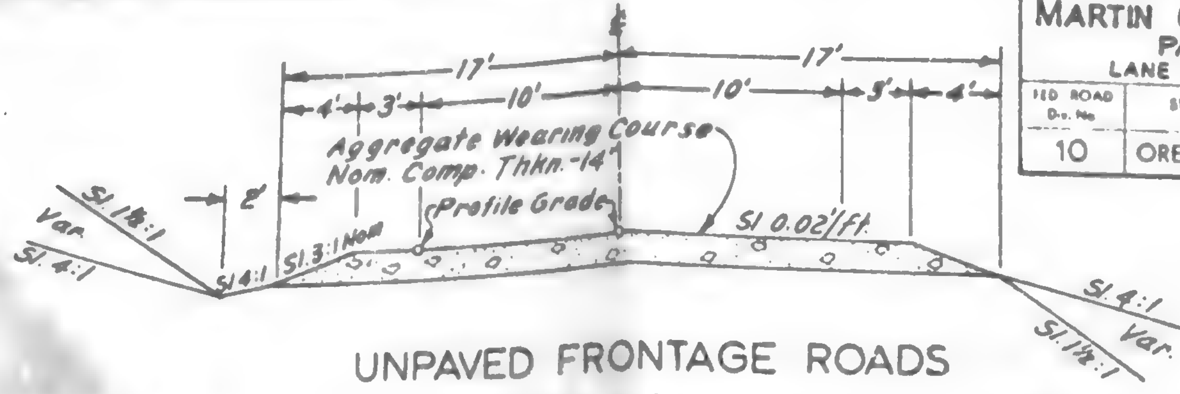
STA. "WB" 16 + 70 To STA. 21 + 00 (Lt.)

*Note:
Re-Stripe For On
Single Lane Traffi
Completion Of Sta
Construction.


Painted Traffic Markers (By Others)
"HB" ℄
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. 2"
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn. 2", 2" Min. Over E
8'
4'
11'
Var. (See Plan)
Var. 0-4'
12'
2'
5'
Sl. As Directed
Sl. As Directed
Sl. 4:1 Nom.
Sl. 2:1
Sl. 4:1 Nom.
Sl. 2:1
Aggregate Base Nom. Comp. Thkn. 16"
Exis. Road Width 80'±

"HB" LINE
SECTION A—A
(For Plan, See Sheet 4)

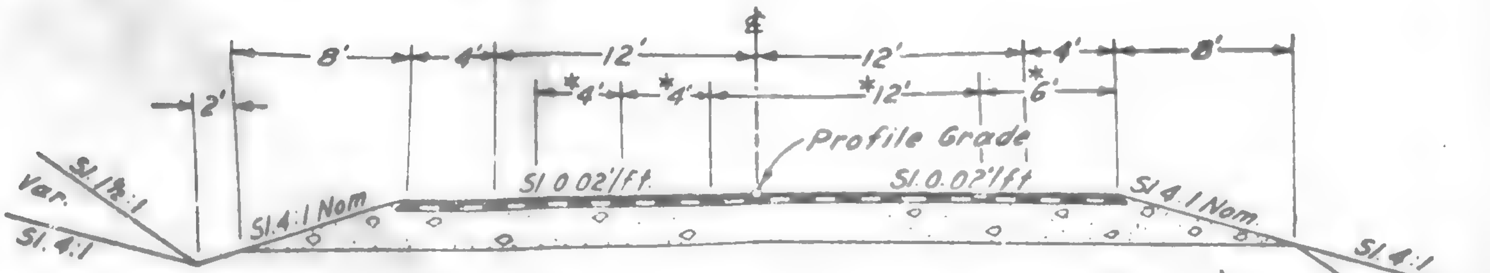
MARTIN CR.-COMSTOCK SEC. PACIFIC HIGHWAY LANE & DOUGLAS COUNTIES				SHEET No. 2B
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



℄
17'
17'
4'
3'
10'
10'
5'
4'
Aggregate Wearing Course
Nom. Comp. Thkn. 14"
2'
Profile Grade
Sl. 0.02'/Ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Sl. 3:1 Nom.
Sl. 4:1
Var.
Sl. 1½:1

UNPAVED FRONTAGE ROADS

"FA" 7 + 75.00 To "FA" 39 + 22.56 (GRADING ONLY)
"FBR" 4 + 36.72 To "FBR" 70 + 91.71
"WB" 21 + 27.37 To "WB" 29 + 00.00



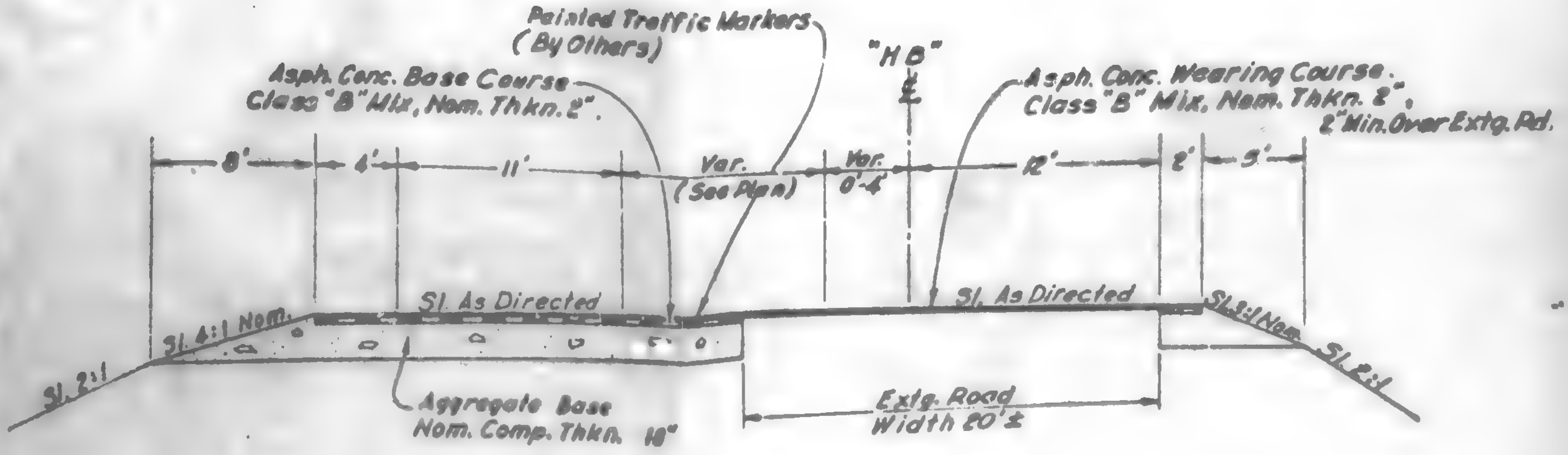
℄
8'
4'
12'
12'
4'
8'
*4'
*4'
*12'
*6'
2'
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1 Nom.
Sl. 4:1 Nom.
Sl. 4:1
Var.
Sl. 1½:1

(For Sufacing Details Not Shown, See Detour Section Lt.)

DETOUR-TWO-WAY, SINGLE LANE
*ONE-WAY, SINGLE LANE

STA. "WB" 16 + 70 To STA. 21 + 00 (Lt.)

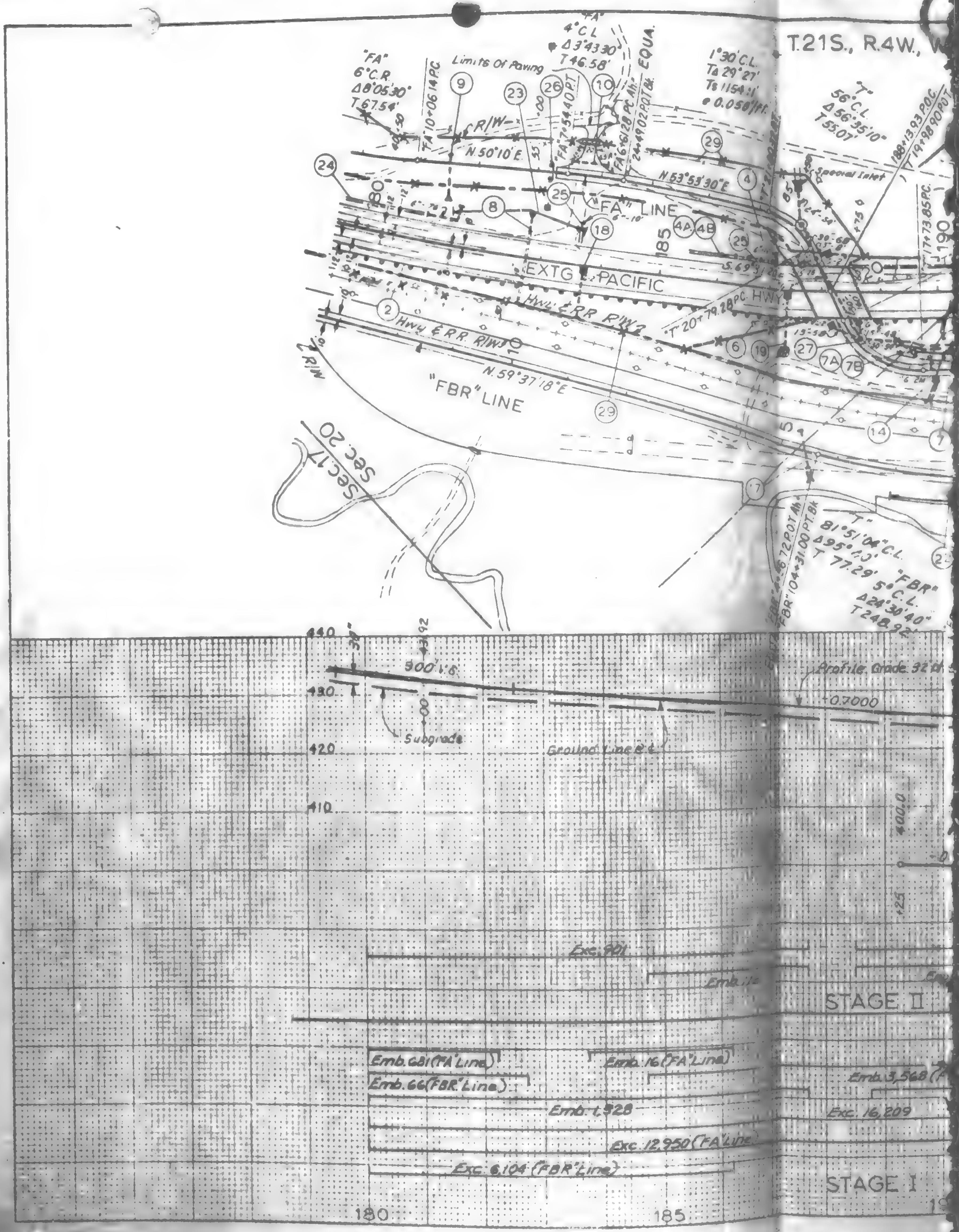
*Note:
Re-Stripe For One-Way Single Lane Traffic After Completion Of Stage One Construction.

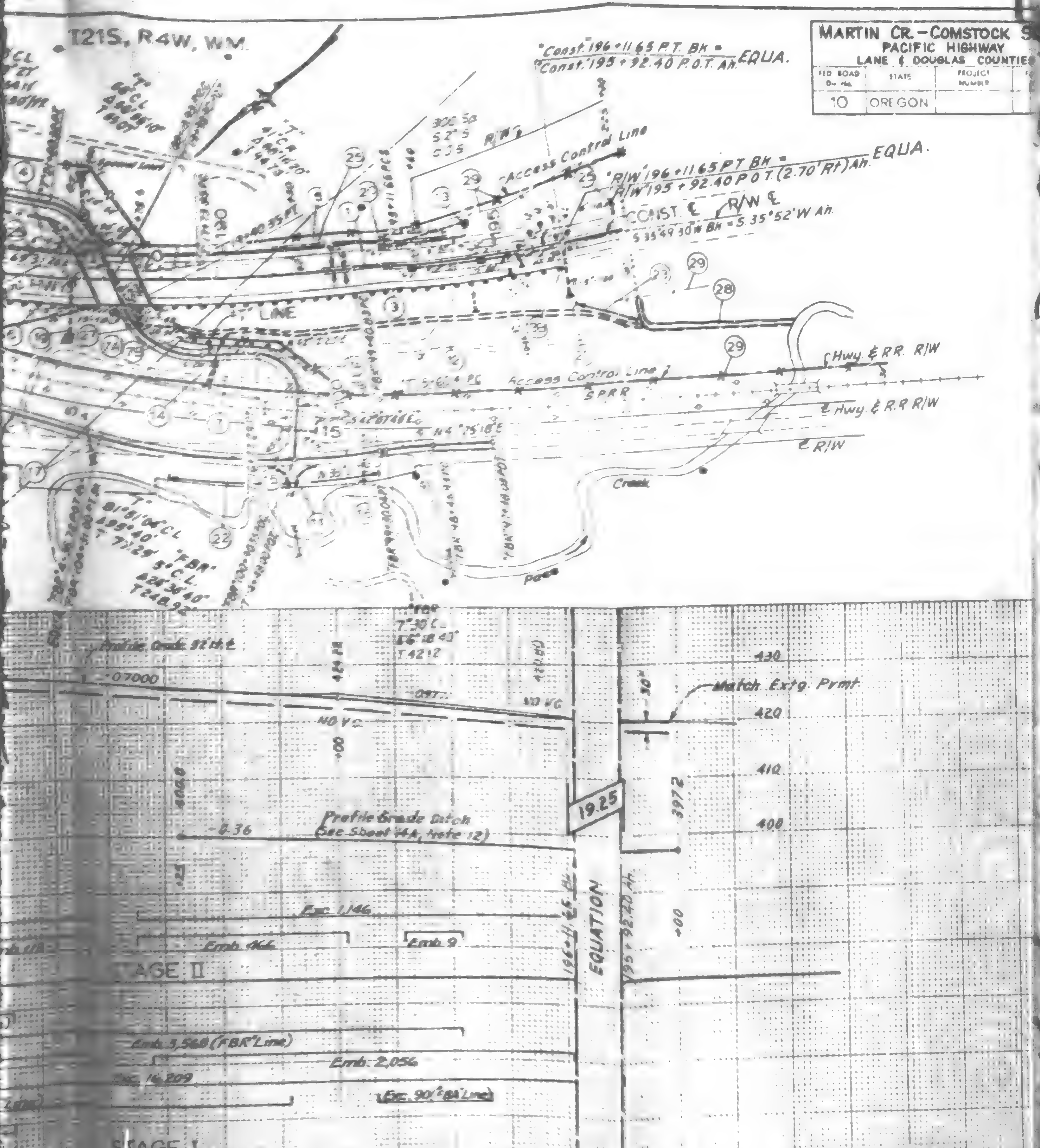


Painted Traffic Markers
(By Others)
"HB"
℄
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. 2".
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. 2",
2" Min. Over Extg. Rd.
8'
4'
11'
Var.
(See Plan)
Var.
0'-4'
12'
2'
5'
Sl. As Directed
Sl. As Directed
Sl. 4:1 Nom.
Sl. 2:1
Sl. 3:1 Nom.
Sl. 2:1
Aggregate Base
Nom. Comp. Thkn. 18"
Extg. Road
Width 20'±

"HB" LINE
SECTION A—A

(For Plan, See Sheet 4)

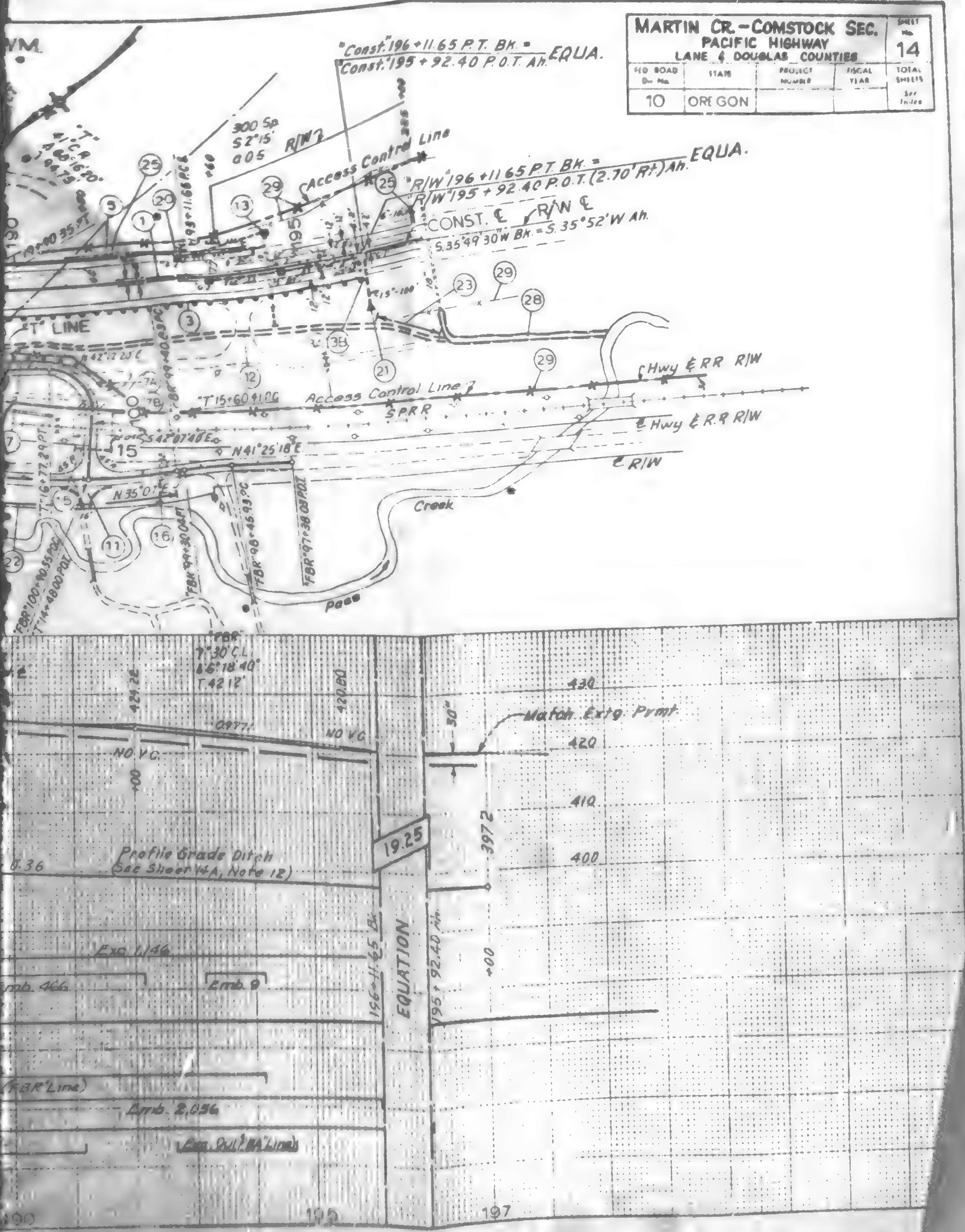

T.21S., R.4W.,
"FA"
6° C.R.
Δ8°05'30"
T 67.54'
"FA"
4° C.L.
Δ3°43'30"
T 46.58'
EQUA.
1°30' C.L.
TΔ 29°27'
Ts 1154.1'
e 0.058'/ft.
"T"
56° C.L.
Δ56°35'10"
T 53.07'
Limits Of Paving
R/W
N.50°10'E.
N.53°53'30"E.
Special Inlet
"FA" LINE
EXTG. PACIFIC
HWY.
Hwy. & R.R. R/W
N.59°37'18"E.
"FBR" LINE
R/W
Sec. 20
Sec. 17
185
190
"T"
81°51'04" C.L.
Δ95°10'
T 77.29'
"FBR"
5° C.L.
Δ24°30'40"
T 248.92'
440
430
420
410
500' V.C.
Profile Grade
0.7000
Subgrade
Ground Line
Exc. 901
Emb.
STAGE II
Emb. 681 ("FA" Line)
Emb. 16 ("FA" Line)
Emb. 66 ("FBR" Line)
Emb. 3,568
Emb. 1,328
Exc. 16,209
Exc. 12,950 ("FA" Line)
Exc. 6,104 ("FBR" Line)
STAGE I
180
185



MARTIN CR. - COMSTOCK S
PACIFIC HIGHWAY
LANE & DOUGLAS COUNTIES

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER
10	OREGON	

T21S, R4W, W.M.
"Const. 196+11.65 P.T. Bk. =
"Const. 195+92.40 P.O.T. Ah. EQUA.
"R/W" 196+11.65 PT Bk. =
"R/W" 195+92.40 P.O.T. (2.70' Rt) Ah. EQUA.
Access Control Line
CONST. ℄ R/W ℄
S 35°49'30"W Bk. = S 35°52'W Ah.
LINE
Access Control Line
S.P.R.R.
Hwy. & R.R. R/W
Hwy. & R.R. R/W
℄ R/W
Creek
15
"FBR"
5° C.L.
Δ 28°38'40"
T 248.92
"T"
Δ 35°40'
T 71.29
"FBP"
7°30' C.
Δ 6°18'40"
T 42.12
Profile Grade 32 Lt. ℄
-.07000
-.0977
40 V.C.
40 V.C.
Match Extg. Prmt.
30"
430
420
410
400
19.25
Profile Grade Ditch
(See Sheet 14A, Note 12)
-0.36
406.8
397.2
EQUATION
196+11.65 Bk.
195+92.40 Ah.
Exc. 1,146
Emb. 466
Emb. 9
STAGE II
Emb. 3,568 ("FBR" Line)
Emb. 2,056
Exc. 16,209
Exc. 90 ("BA" Line)
STAGE I
190
195
197

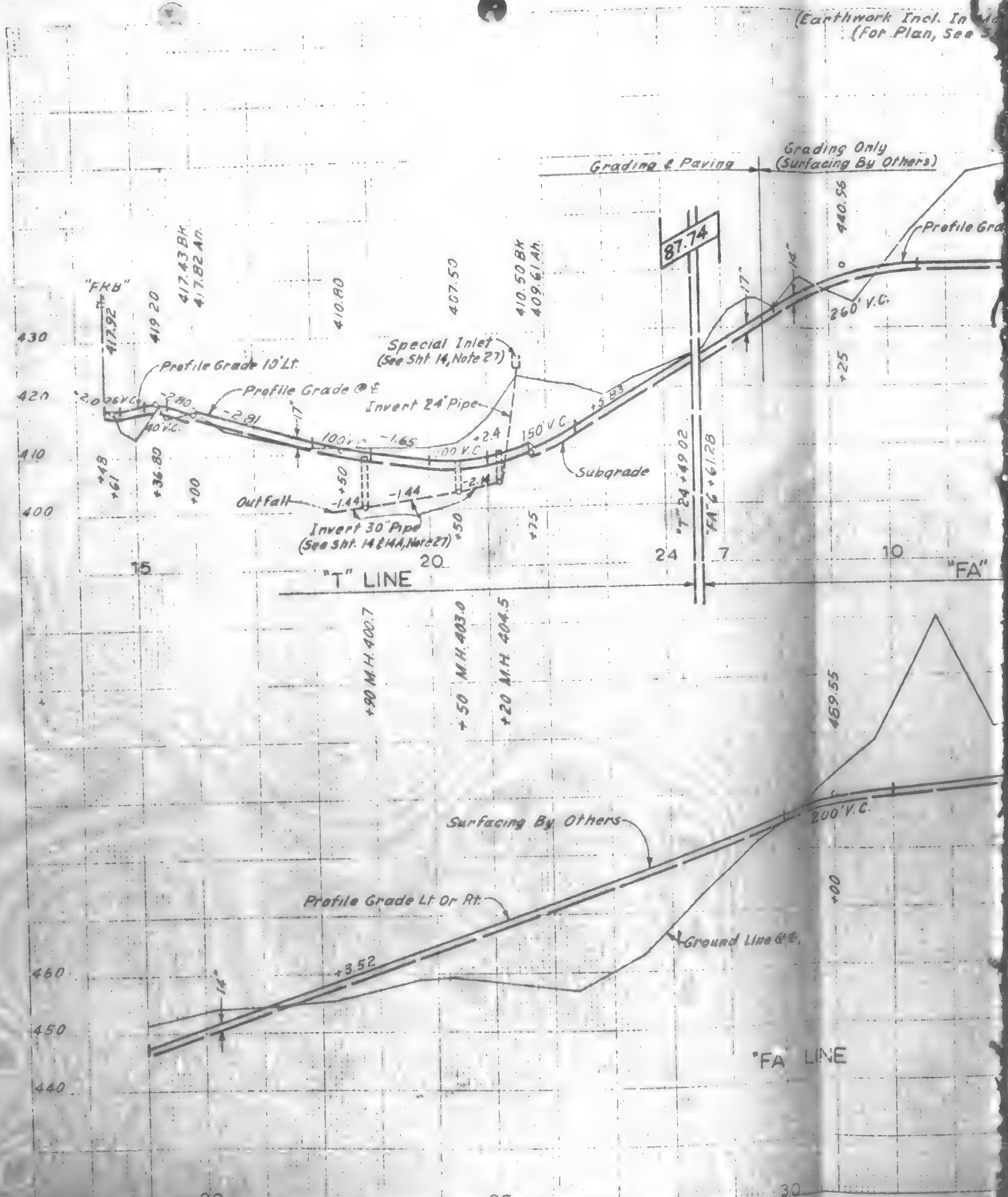


"Const." 196+11.65 P.T. Bk. = "Const." 195+92.40 P.O.T. Ah. EQUA.
"R/W" 196+11.65 P.T. Bk. = "R/W" 195+92.40 P.O.T. (2.70' Rt.) Ah. EQUA.
Access Control Line
CONST. ℄
R/W ℄
S.35°49'30"W Bk. = S.35°52'W Ah.
300 Sp.
S2°15'
0.05
R/W
195
"T" LINE
"T" 15+60.41 P.C.
Access Control Line
S.P.R.R.
℄ Hwy & RR R/W
℄ Hwy & R.R. R/W
℄ R/W
N41°25'18"E
N35°01'E
15
Creek
Pass
"T" 16+77.29 P.T.
"FBR" 100+90.55 P.O.C.
"T" 14+48.00 P.O.C.
"FBR" 99+30.08 P.T.
"FBR" 98+45.93 P.C.
"FBR" 97+38.03 P.O.T.
"FBR"
7°30' C.L.
Δ6°18'40"
T.42.17'
429.82
420.60
0.977%
NO V.C.
NO V.C.
30"
Match Extg. Prmt.
430
420
410
400
19.25
397.2
Profile Grade Ditch (See Sheet 14A, Note 12)
196+11.65 Bk.
EQUATION
195+92.40 Ah.
+00
Exc. 1,146
Emb. 466
Emb. 9
("FBR" Line)
Emb. 2,056
Exc. Out "BA" Line
190
195
197
1
3
5
12
13
15
16
20
21
22
23
25
28
29
38

MARTIN CR. – COMSTOCK SEC.
PACIFIC HIGHWAY
LANE & DOUGLAS COUNTIES

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
10	OREGON			14	See Index

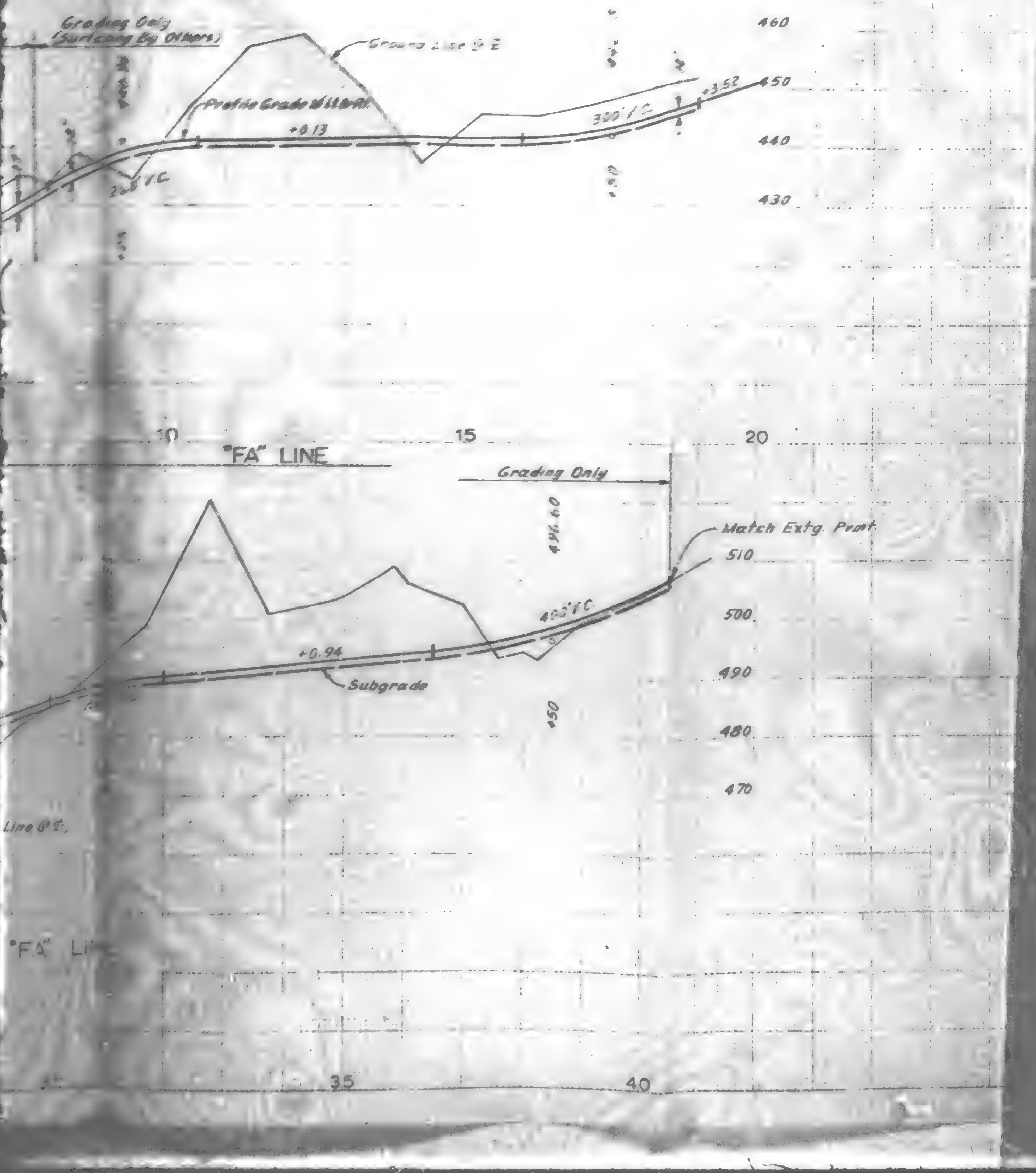
(Earthwork Incl. In Ma
(For Plan, See S


Grading & Paving
Grading Only
(Surfacing By Others)
87.74
940.56
Profile Gra
"FRB"
417.92
419.20
417.43 Bk.
417.82 Ah.
410.80
407.50
410.50 Bk.
409.61 Ah.
17"
14"
260' V.C.
+25
430
420
410
400
Profile Grade 10' Lt.
Profile Grade @ ℄
Special Inlet
(See Sht. 14, Note 27)
Invert 24" Pipe
-2.0
25' V.C.
-2.80
40' V.C.
-2.81
17"
100' V.C.
-1.65
100' V.C.
+2.4
150' V.C.
+5.83
Subgrade
-2.14
+48
+61
+36.80
+00
+50
-1.44
-1.44
Outfall
Invert 30" Pipe
(See Sht. 14 & 14A, Note 27)
+50
+75
"T" 24+49.02
"FA" 6+61.28
15
20
24
7
10
"T" LINE
"FA"
+90 M.H. 400.7
+50 M.H. 403.0
+20 M.H. 404.5
469.55
200' V.C.
Surfacing By Others
+00
Profile Grade Lt. Or Rt.
Ground Line @ ℄
+3.52
14"
460
450
440
"FA" LINE
20
25
30

(Earthwork Incl. In Main Pkwy Est.)
(For Plan, See Sheet 12, 13 & 14)

MARTIN CR. - COMSTOC
PACIFIC HIGHWA
LANE & DOUGLAS CO

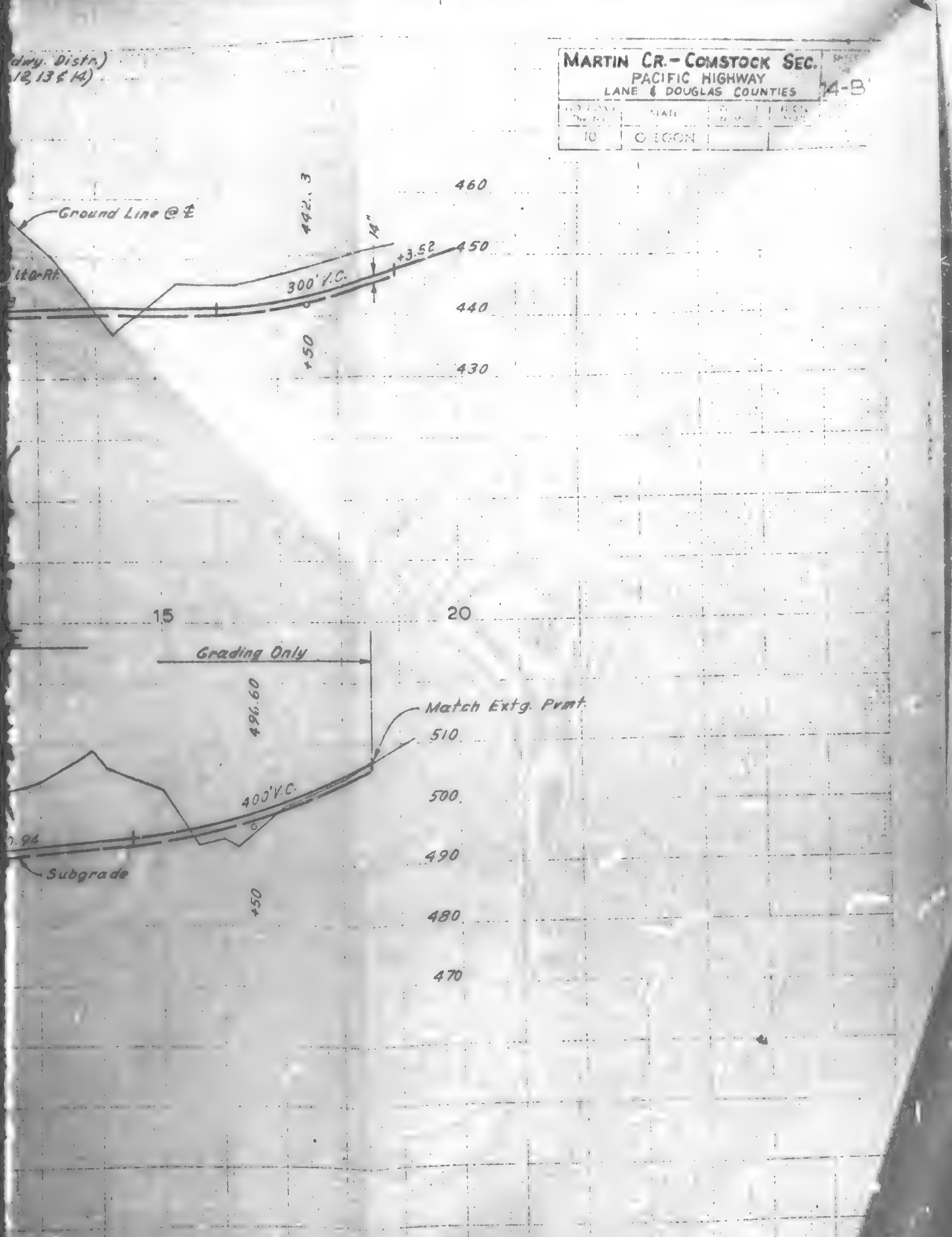
	STATE	
10	OREGON	


Grading Only
(Surfacing By Others)
Ground Line @ ℄
Profile Grade @ ℄ Lt. Rdwy.
+0.13
200' V.C.
300' V.C.
+3.52
460
450
440
430
10
15
20
"FA" LINE
Grading Only
496.60
Match Extg. Pvmt.
510
500
490
480
470
400' V.C.
+0.94
Subgrade
+50
Line @ ℄
"F.A" LI
35
40

MARTIN CR. - COMSTOCK SEC.
PACIFIC HIGHWAY
LANE & DOUGLAS COUNTIES

14-B

10	OREGON		



dwy. Distr.)
12, 13 & 14)
Ground Line @ ℄
442.3
14"
+3.52
lt.a-Rt.
300' V.C.
+50
460
450
440
430
15
20
Grading Only
496.60
Match Extg. Pvmt.
510
500
400' V.C.
.94
Subgrade
+50
490
480
470
40

9037

1-5

FORM 81-734-3030

FILE: ROW 18-2

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April [illegible]

Salem OR 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: J. H. Versteeg
Head of Engineering

ATTN: Floyd Scott

BUILDING

SUBJECT: Easement Descriptions
Martin Creek-Anlauf Section
Pacific Highway
Lane & Douglas Counties
R/W File 49800

When you rewrite easement descriptions for the subject project, would you please use the following language at the end of the document:

> "Southern Pacific Railroad also agrees to relinguish all rights of access to the Pacific Highway except at Highway Engineer Stations 45+80, 70+00 and 90+35 where 16 foot locked gates will be provided."

RDT:de
cc: J. B. Boyd
D. O. Christensen

REFERRED TO
Board 2 Dorn RCD 1
1 Cole WEC 3 Sample
Eriksen Watson
Hager Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

3 Versteeg 1
2 Christensen DOC
George
Olson
Turpin
Sullivan
1 Scott
Savage

RECEIVED
APR 24 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Revised Desc.
to R/W 4-24-78
9:30 A.M.
They will add the
above access language
to document.
Trygstad notified.

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Jack Sollis
Asst. Attorney General

DATE: April 20, 1978

R.W. Ellison

FROM: R. W. Ellison
Assistant Structural
Design Engineer

SUBJECT:
A and B Line O'xing SPRR
Martin Cr.-Comstock Section
Pacific Highway
Bridge 163-B
and
Umpqua Highway O'xing SPRR
Anlauf Intch. Sec.
Umpqua Highway
Bridge 7471-A
PUC Application Revision

NOTED
S. HUNTE

In September and October, 1977, PUC permit applications for the two subject structures were forwarded to your office. Processing of the applications has not been completed by PUC.

SPRR recently requested that the vertical construction clearances for these projects be increased from 21'-0" to 21'-6". The clearances are shown on drawing 20692 and 33007 for the Umpqua Highway O'xing and A and B Line O'xing respectively.

In order to eliminate the necessity of submitting new permit drawings, it is requested that the PUC make appropriate pen and ink changes to the drawings they presently have in their file.

RWE:dh

cc E. S. Hunter
Alfred Shirley
Roger Trygstad

RECEIVED
TECHNICAL SERVICES
APR 20 '78
REFER TO
FOR

1037

STATE OF OREGON INTEROFFICE MEMO

TO: Mr. Jack Sollis
Asst. Attorney General

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Assistant Structural
Design Engineer

DATE: April 20, 1978

SUBJECT:

PUC Application Revision
A and B Line Oxing SPRR
Martin Creek-Comstock Section
Pacific Highway (I-5)
Lane County
Bridge 163-B

NOTED
E. S. HUNTER

In addition to the corrected construction clearances for the subject structure about which I wrote you earlier, the SPRR now requests that their railroad mile point designation for this structure be changed.

Page 2, Item 3, of the PUC application form shows the railroad mile point to be 621.68. The Railroad has requested that this be changed to 621.78.

In order to save time and the necessity for additional drawings, please request the PUC to make pen and ink changes of this mile point on the application form.

RWE:dh

cc E. S. Hunter
Alfred Shirley
Roger Trygstad

RECEIVED
TECHNICAL SERVICES
APR 21 '78
REFER TO
FOR

Info	Invest	R/D	D/R	[illegible]	Act	File

61-125-1387

1131

~~ROW~~ 18-2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

April 17, 1978

SXF 1009
PUX 1228

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

Dear Mr. Campbell:

In the matter of the application of Lane County for the authority, pursuant to ORS 763.020, to construct a grade crossing of Pacific Highway Frontage Road and Southern Pacific Transportation Company, Siskiyou Main Line, near Divide, Lane County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with the application filed in the above-entitled matter. The county road is not under the jurisdiction of the Highway Division.

Subsequent advice on the further proceedings relative to this matter will be appreciated.

Yours truly,

R D Trygstad
Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
cc: H. S. Coulter
C. T. Keasey
J. L. Sollis
Alfred Shirley

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 17, 1978

FILE:

SUBJECT: Martin Creek-Comstock Section
Pacific Highway
Lane County
Specifications

FROM: F. W. Yarbrough
Soils Engineer

TO: Duane Christensen
Final Design Engineer

Attention: Paul Galloway, Specifications

This is a reminder of specifications desires expressed at the plans-in-hand meetings on the subject section which are in my area of interest.

In addition to the standard specifications for Stone Embankment Material (203.13) and for Rock Inlay Material (203.38g), both materials shall be composed of fresh lava rock. Sandstone or breccia rock materials will not be accepted.

In addition to the standard specifications for Rock Inlay (203.38g), Rock Inlay sections shown on sheet 2C of the drawings shall be completed before November 1 of the calendar year in which the excavation for them has proceeded below 30 percent of the height of the cut slope. If the Contractor fails in this requirement, the cost of slide repairs in these slopes will not be paid for as extra work as stated under Slide Removal and Repair 203.46. Instead, necessary removal and repairs as determined by the Engineer, shall be made at the Contractor's expense. The Contractor's liability shall continue until the Rock Inlays are completed.

FWY:af

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Salem, Oregon
April 14, 1978

A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Engineer

Martin Creek-Comstock
Comstock-Anlauf
Pacific Highway
Lane and Douglas Counties

The revised draft noise study report has been reviewed in regard to the Construction Noise Section.

The construction plans, stage construction plans, cross-sections and an aerial contour map were examined to determine the height of barriers required to provide the requested 1 foot break in the line of sight and to determine whether alternate locations of the barriers might be appropriate. A 10 foot generator height and 5 foot receiver height were used.

At the house opposite Station 1035 a wall along the frontage road would need to be 8 to 10 feet high. From costs of the plywood wall installed on I-205 ($15.10/ft.) this wall would be over $6,000.

For the houses opposite Station 1050 a wall along the frontage road would need to be from 14 to 17 feet high. An alternate location along the outside of the present ramp would need to be about 500 feet long to provide the same coverage. It would need to be from 10 feet to 16 feet high. If attenuation in this area is seriously considered more data would be needed to better define the heights of these walls in order to compare costs. They would appear to be about $15,000 based on the other wall.

The indicated walls along the frontage road would have no adverse effect on the freeway traffic. Putting one along the outside of the ramp would reduce maneuvering room for construction equipment but it would be removed when traffic was put back on the ramp.

In both instances the houses would appear to be outside the 70 dBA line. Because the traffic is relocated away from the properties during construction it may be that there would be little impact, if any, due to construction traffic.

It could be a psychological error to provide a temporary barrier reducing overall noise, in anticipation of construction, and then removing it after construction. It might be better to provide such a barrier only if a construction noise problem occurs and remove it when the activity is completed. Consideration of this facet is requested.

The comments on equipment noise and methods of source control are probably correct but in the absence of local, state or federal regulations (or contract specifications) to require the contractors to meet certain guidelines they don't add anything positive to the report.

The statement that constraints will control the operation of construction equipment during the hours of 6 p.m. to 7 a.m. is apparently a carry over from the I-205 specifications where the City of Portland Noise Ordinance established the basic controls outlined in this paragraph. I do not believe that such a regulation axists elsewhere in the State or that we would specify such controls unless there was such a regulation or some other special circumstance that would indicate that such a specification would be appropriate. It should be removed from this noise study report.

Doing more of this type of work informally has been discussed with your poeple and hopefully this can be done on future projects in order to eliminate the delays inherent in formal request and reply procedures.

If further data is desired, please contact me.

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 12, 1978

W. E. Cole

FROM: W. E. Cole
Design Engineer Supervisor

SUBJECT: Martin Creek-Comstock
Pacific Highway
Lane and Douglas Counties

TO: MEMO TO THE FILES

A plans-in-hand review was held April 5, 6 and 7 on the subject project. The following comments were made. These comments will also apply to the Comstock-Anlauf Interchange Section where applicable.

1. Conflicht with turn-a-round on the Cottage Grove-Martin Creek Section. Alternatives discussed:

    a. Extend A.C. Paving to Sta. 1070.

    b. Leave P.C.C. out until July, 1979.

    c. Construct "ON" and "OFF" temporary ramps at Martin Creek overcrossing.

2. Tom Lowe and Jim Gix indicated concern over the unprotected railroad crossing at Hawley Road. In 1976 the ADT in and out of Cottage Grove and Divide was 1,600+ (20% trucks). This count does not include the proposed construction traffic that will cross the railroad at this location during the life of the contract. This will be discussed with Trygstad.

3. The temporary protection and direction of traffic will be revised as well as the bridge plans to show concrete barrier across structure adjacent to work area during stage construction. Sheet 2P-2 - The blasting zone locations note will be revised.

4. Wood cattle guards shown on the plans will be changed to metal.

5. There will be $150,000.00 added to the project for anticipated slide correction during construction.

6. A typical section will be added to the plans showing channel change cut slopes to be vertical where solid rock is encountered.

7. It was requested that the contour grading typical cross-section sheet be the same for both projects. Whitby and Mann will take

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8. Right-of-way agreements will be require the fencing of the "FBR" line on both sides.

9. Tom Lowe questioned the 32' width on the Ward Butte Road structure. Ted Thompson will review this.

10. Lane and Douglas counties have requested a revision in the width of the paved frontage roads. Jim Gix will send in information when agreements have been reached.

11. Plans will show all existing fence to be removed.

12. Discussed where contractor could dispose of structures to be removed. Several locations were suggested. Specifications will take care of this (Galloway).

13. Type 2 guardrail was approved for minor frontage roads by Tom Lowe.

14. Earthwork is not balanced. Will require approximately 80,000 c.y. of excavation. Yarbrough will investigate the possibility of increasing the excavation in one or more of the rock inlay areas.

15. Landscaping (Anderson)
A note will be added on planting sequence: Roadside seeding will be done in the channel change areas as soon as the slopes are completed. Trees and shrubs will be planted in the next planting season following grass establishment. Topsoil will be added in the planting areas.

16. Specifications (Galloway)
Specifications for temporary erosion control measures were reviewed and generally approved.

Region wanted to use 1-1/2"-3/4" aggregate in filter cloth drains. Yarbrough and Lowe approved.

Discussion of Slide Prevention

Inlays to be basalt rock. Lowe wanted contractor to be made responsible for removing any slide caused by non-completion of rock inlay work by November 1. Yarbrough to submit special provisions to tighten specs about placing inlay immediately after excavation in area.

Questions were raised about replacing traffic lane plastic pavement markers (existing at this time). Region does not want them.

A working mass diagram will be worked up for all grading stages and submitted to Resident Engineer's office for contractor's information (This will be so noted in Specs.).

WEC:ab
cc: T. G. Thompson
Chuck Tedrow
Bob Whitby
D. W. Greene
F. W. Yarbrough
J. J. Gix
Tom Lowe, F.H.W.A.
Paul Galloway
Merlyn Anderson
Jack McCormick
L. K. Watson
C. T. Keasey

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 10, 1978

FILE: LOC 17

FROM: JACK AYRES JA
Regional Utilities Engineer

SUBJECT: Martin Creek-Comstock Section
N.W. Pipeline Conflict
Pacific Highway
Lane County

TO: Jack Cartwright
Utility Coordinator
SALEM

A plans-in-hand meeting was held on Wednesday, April 5, 1978, in Doug Greene's office in Eugene concerning the subject project. Among those in attendance were Marlin Nelson and Frankie Schmuck, Jr. of N.W. Pipeline Corp., Marlin from Eugene and Frankie, their Senior Project Engineer from Salt Lake City.

It appears that due to proposed freeway grade changes, a definite and major conflict exists. I will describe this conflict and attach a sketch for clarification. In 1963 N.W. Pipeline constructed a 10" high pressure transmission line to serve southwest Oregon. This line, where it crosses the freeway south of Cottage Grove, operates at a pressure of 980 psi. It is carried in a 16" steel casing in those portions which pass under roadways and under the railroad.

The national code for gas transmission requires 5' ± clearance or cover for lines passing under roads or railroads etc. This is currently what we have at the crossing shown in orange on the attached sketch.

New construction calls for a cut of 5' ± at the pipe crossing. This eliminates the cover over the pipe and thus requires N.W. Pipeline to make a 5' lowering adjustment and an alignment change (Shown in dashed red). Since this line is cased in a 16" conduit the entire section must be adjusted. This is about 450 feet. The pipeline is uncased for 15 feet between the railroad right-of-way and the existing southbound freeway lanes.

This work will be accomplished by open cutting the existing freeway. Lane control must be set up to allow single lane traffic at all times. All work must be closed up at night. Since this line supplies all of southwest Oregon the actual switch over will occur July 4, 1978. This is the lowest demand for gas and storage is not available.

An agreement to this effect is required with N.W. Pipeline. The 10" line and 16" casing being bypassed will not be salvaged and will become the state's property to do with as we wish with the stipulation that N.W. Pipeline is relieved of all responsibility for it.

At Sta. 1025+30± on the "A" line the pipeline will have to be inspected prior to any road building. This is another national code requirement. The pipe will have to be exposed, uncoated, x-rayed and recoated. This crossing is on private right-of-way and most of this inspection cost will be born by the state. This area is circled in solid red on the sketch.

Due to national code pressure pipe bonding limitations, the alignment adjustment will extend outside of the right-of-way on the south side of the existing frontage road crossing near Main Line Station 1029+30.

The actual contract letting date will determine whether or not this work will be performed prior to or during construction. Specifications should address this possibility of working in conjunction with the contractor.

JA/cao
Encl.
cc: Bill Cole ✓
Doug Greene
Dave Jones
Paul Galloway

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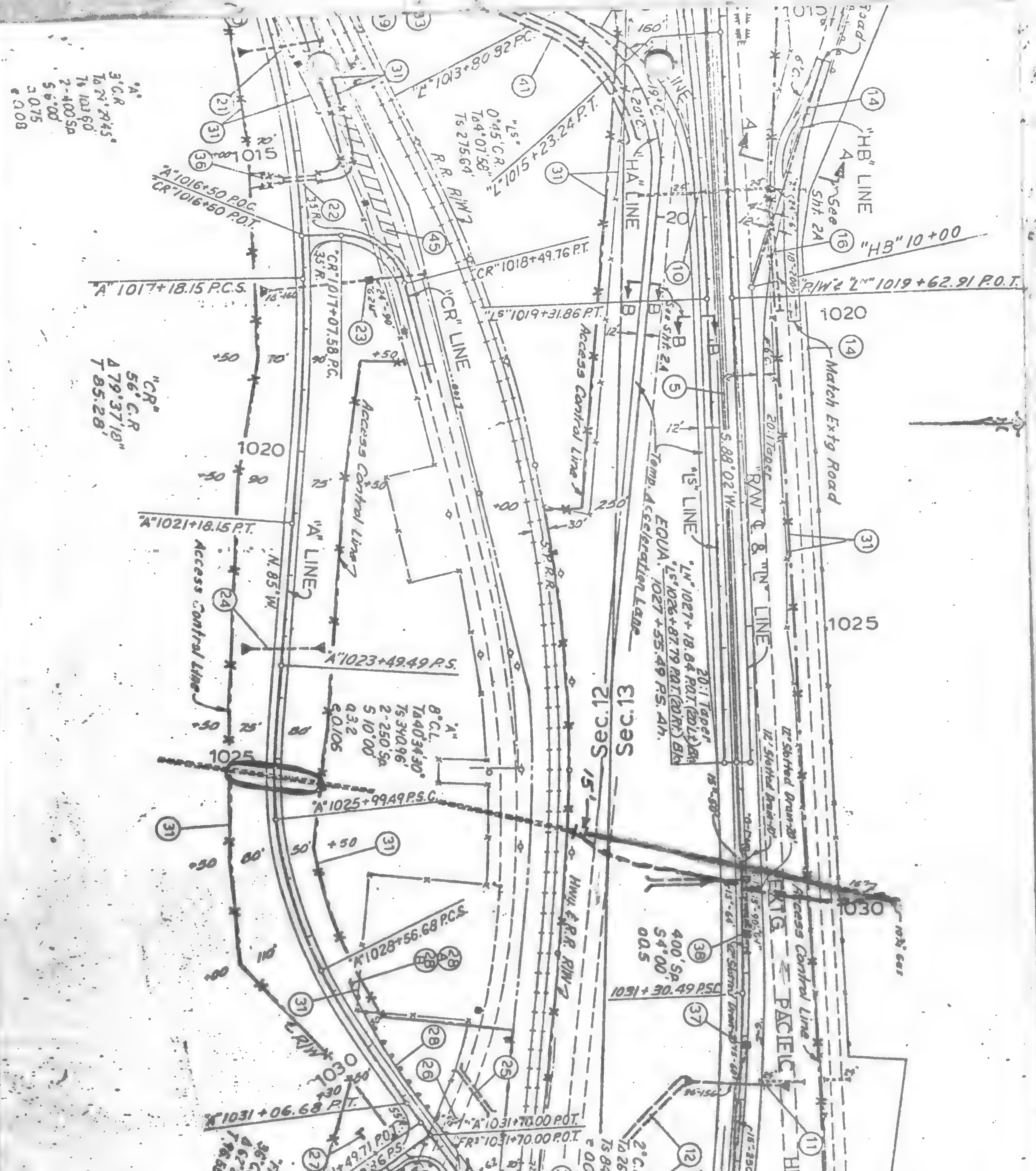
"A"
3° C.R.
Δ 21°29'45"
T 103.60
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e 0.08
"L" 1013+80.92 P.C.
"LS"
0°45' C.R.
Δ 4°07'58"
Ts 275.69'
"L" 1015+23.24 P.T.
R.R. R/W
1015
"A" 1016+50 P.O.C.
"CR" 1016+50 P.O.T.
"CR" 1018+49.76 P.T.
"A" 1017+18.15 P.C.S.
"CR" 1017+07.58 P.C.
35' R.
"CR" LINE
"LS" 1019+31.86 P.T.
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Δ 79°37'18"
T 85.28'
1020
Access Control Line
"A" 1021+18.15 P.T.
"A" LINE
N. 85° W.
"A" 1023+49.49 P.S.
"HA" LINE
"HB" LINE
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"HB" 10+00
P/W ℄ "LN" 1019+62.91 P.O.T.
1020
Match Extg Road
Temp. Acceleration Lane
"LS" LINE
S. 88°02' W.
20:1 Taper
R/W ℄ & "LN" LINE
EQUA. "LN" 1027+18.84 P.O.T. (20 Lt) Ah.
"LS" 1026+87.79 P.O.T. (20 Rt) Bk.
1027+55.49 P.S. Ah.
1025
"A"
8° C.L.
Δ 40°34'30"
Ts 340.96'
2-250' Sp
S 10°00'
a 3.2
e 0.106
Sec. 12
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S.P.R.R.
1025
"A" 1025+99.49 P.S.C.
15'
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"A" 1028+56.68 P.C.S.
400' Sp
S 4°00'
a 0.5
1031+30.49 P.S.C.
EXTG PACIFIC HIGHWAY
Access Control Line
1030
℄ R/W
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"A" 1031+06.68 P.T.
"FR"
36° C.L.
Δ 67°28'
T 76.58'
"A" 1031+70.00 P.O.T.
"FR" 1031+70.00 P.O.T.
"A" 1031+49.71 P.O.T.
"A" 1033+43.76 P.S.
"FR" LINE
N. 25°34'30" W.
Hwy. & R.R. R/W
"FR" 1032+74.05 P.C.
"FR" 1034+47.59 P.T.
2° C.R.
Δ 26°17'30"
Ts 843.26'
e 0.060
1035
33+97.30 P.O.T.
304+71.50
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STATE OF OREGON

INTEROFFICE MEMO

DATE: April 10, 1978

TO: W. J. Hart
Bridge Engineer
Attn: R. W. Ellison

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Martin Cr.-Comstock Section
and Comstock-Anlauf Interchange Section
Pacific Highway
Douglas County
Proposed Roadway Illumination

NOTED
E. S. HUNTER

The above projects have been reviewed and they justify permanent partial roadway illumination based upon our "Guidelines for Illumination".

The approval is for partial illumination at Divide Interchange and Curtin Interchange. Anlauf Interchange was previously approved for partial roadway illumination in October, 1977.

A copy of the necessary approval of the State Highway Engineer is attached.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

VLT:rah

Attachment

cc: E. S. Hunter ✓
J. H. Versteeg
D. O. Christensen
A. J. Shirley, Jr.

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STATE OF OREGON

INTEROFFICE MEMO

DATE: April 5, 1978

TO: H. S. Coulter
State Highway Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Martin Cr.-Comstock Section
and Comstock-Anlauf Interchange Section
Pacific Highway
Douglas County
Proposed Illumination

The above named projects have been investigated and they justify permanent partial roadway illumination based upon our "Guideline for Illumination".

I request your approval for partial illumination at Divide Interchange and Curtin Interchange. Anlauf Interchange was previously approved for partial roadway illumination in October, 1977.

L E George
L. E. George
Traffic Engineer Supervisor

VLT:rah

cc: E. S. Hunter

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 4-6-78

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STATE OF OREGON

INTEROFFICE MEMO

TO: W. J. Hart
Structural Design Engineer

DATE: October 25, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Comstock-Anlauf Interchange Section
Pacific Highway
Douglas County
Proposed Illumination

Attn: R. W. Ellison
Administration Engineer

The above project has been reviewed and does warrant partial interchange lighting based upon our "Guidelines for Illumination". A copy of the necessary approval of the State Highway Engineer is attached.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

VLT:rw
Attachment

cc: ~~L~~E. S. Hunter
J. H. Versteeg
Alfred Shirley, Jr.

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STATE OF OREGO   INTEROF E MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 14, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Comstock-Anlauf Interchange Section
Pacific Highway
Douglas County
Proposed Illumination

The above project has been reviewed and does warrant partial interchange lighting based upon our "Guidelines for Illumination". I request your approval for this illumination project.

L. E. George
Traffic Engineer Supervisor

VLT:rw

cc: E. S. Hunter

APPROVED
STATE HIGHWAY ENGINEER
DATE: 10-21-77

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B. Spot Locations

It is not practical to compute an accident rate in the case of a spot location. However, an "exposure rate" based on the number of accidents occurring in the intersection and the total number of vehicles entering the intersection is computed.

A spot location will be considered as warranting illumination when the night exposure rate is a minimum of 50 percent greater than the day rate.

V. General Conditions

To establish an effective illumination policy which will address itself to safety, energy conservation, and the most efficient output for equipment installed, the following should be adhered to:

A. Illumination projects may be initiated by the Region, local government or Design Section. Request shall be submitted to the Traffic Engineering Section for investigation and approval of State Traffic Engineer.

B. The Traffic Engineering Section will supply to the Regions a listing of illumination projects from those submitted for investigations, that meet the warrants.

Regions will establish lists for illumination projects within their areas. These lists will be reviewed by the Traffic Engineer and a statewide priority list will be established. Design and construction of illumination installations other than new or reconstruction projects will be in conformance with this priority list. When illumination is warranted on a new or reconstruction project, it should be installed as part of the same contract.

All illumination projects must have approval by the State Highway Engineer.

as contained in the AASHTO Guide. The average initial horizontal illumination should not exceed two times the average maintained horizontal illumination level.

Variations from the Guide will be made as necessary to make the new illumination compatible with existing surrounding conditions. The average to minimum uniformity ratio shall not exceed 4:1.

IV. Warrants - Highways Other Than Limited Access Controlled Throughways

Two types of locations are generally involved in illumination analysis. The first is a lineal section and the second is a spot location, usually at an intersection or an interchange. The warrants for illumination of the two types of locations are as follows:

A. Lineal Section

1. The section under investigation should have an over-all accident rate higher than the statewide normal before additional consideration is given.
2. If Item (1) is satisfied, a nighttime accident rate should be compared with the over-all accident rate for the section involved. If the nighttime rate exceeds the over-all rate by more than 50 percent (traffic volumes would have to be estimated), then the governmental jurisdictions involved could consider entering into a cooperative agreement for illumination.
3. Engineering judgment should be used in those instances where an obvious hazard is not revealed by the accident rate and in those instances where the accident rate is distorted because of low traffic volume. The type of accident will also be brought into consideration.

B. Spot Locations

It is not practical to compute an accident rate in the case of a spot location. However, an "exposure rate" based on the number of accidents occurring in the intersection and the total number of vehicles entering the intersection is computed.

A spot location will be considered as warranting illumination when the night exposure rate is a minimum of 50 percent greater than the day rate.

V. General Conditions

To establish an effective illumination policy which will address itself to safety, energy conservation, and the most efficient output for equipment installed, the following should be adhered to:

A. Illumination projects may be initiated by the Region, local government or Design Section. Request shall be submitted to the Traffic Engineering Section for investigation and approval of State Traffic Engineer.

B. The Traffic Engineering Section will supply to the Regions a listing of illumination projects from those submitted for investigations, that meet the warrants.

Regions will establish lists for illumination projects within their areas. These lists will be reviewed by the Traffic Engineer and a statewide priority list will be established. Design and construction of illumination installations other than new or reconstruction projects will be in conformance with this priority list. When illumination is warranted on a new or reconstruction project, it should be installed as part of the same contract.

All illumination projects must have approval by the State Highway Engineer.

STATE OF OREGON **INTEROFFICE MEMO**

DATE: April 5, 1978

TO: H. S. Coulter
State Highway Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Martin Cr.-Comstock Section
and Comstock-Anlauf Interchange Section
Pacific Highway
Douglas County
Proposed Illumination

The above named projects have been investigated and they justify permanent partial roadway illumination based upon our "Guideline for Illumination".

I request your approval for partial illumination at Divide Interchange and Curtin Interchange. Anlauf Interchange was previously approved for partial roadway illumination in October, 1977.

L E George

L. E. George
Traffic Engineer Supervisor

VLT:rah

cc: E. S. Hunter

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H S Coulter
STATE HIGHWAY ENGINEER
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 29, 1978

FROM: J. B. Boyd
Right of Way Manager

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Exchange of Properties
Files 17693 & 49675
Divide-Anlauf Section
Pacific Highway
Douglas County

The negotiations on the Weyerhauser File indicated that it would be difficult or impossible to acquire the area for the right-of-way and the scenic strip without an exchange of property. I made the decision that trading for equal area was the only possible solution to early contract of this project. We hopefully are near a solution with Weyerhauser.

I had failed to follow our procedures in excess property recommendations in the obtainment of approvals from the various sections. I have sent cc's to the persons normally approving our surplus recommendations with a copy of the map of the areas involved. In this specific case I would appreciate your approval of my solution.

JB Boyd

JBB:lb;jk
cc: Scott Coulter ✓
J. H. Versteeg
Alfred Shirley
Virgil Wilson
Neil Flanagan

Should be no objections from any of the sections within the department. Since it was a trade for other adjacent property it would not appear that there was any reason to check with other State agencies.-
No access, etc. -

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 14, 1978

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Comstock-Anlauf Section
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

A plans in hand review was held March 27 and 28 on the subject section. The following comments were made. These comments will also apply to the Martin Creek-Comstock Section where applicable.

1. Method of payment for variable depth portland cement concrete pavement. The Woodburn-Hayesville Section will be reviewed for method of payment on this section.
2. The serrated slopes will be applied to slopes 2:1 and steeper except in non-rippable material.
3. Since aggregate base is required in the base design, Aggregate shoulder material will not be used.
4. Temporary drainage structure between existing RCBC in Anlauf to be reviewed with Hydraulics.
5. A resolution to place a stop sign on the Territorial Highway on existing county road intersection while in use as a detour. Request forwarded to L. E. George, Traffic Section.
6. Revision in specifications as to condition of signs brought onto the project. Sign section is rewriting specifications.
7. On Sheet 7B each culvert note covered too many installations of pipe. These will be reduced.
8. Fiber filter cloth will be added at all drain pipe installations.
9. Yarbrough will review limiting the heights of each lift in sliver embankment areas due to excavation material being large and blocky.

A typical blasting sequence will be added to the temporary protection and direction of traffic portion of the contract plans to take care of any blasting zones not already covered in the plans.

The advance signing for the detour over Bear Creek Road and Curtin Road was modified to the following extent:

1. The first two temporary signs were moved further from the Curtin Interchange than originally shown.
2. The legend of the first sign in the sequence was changed.
3. The two signs with four destinations were not changed as this would have necessitated additional signs. There are six signs in the advance sign sequence for the Curtin Interchange regular and detour traffic.

LKW:ab
cc: James Gix
Tom Lowe, FHWA
Dave Glenn, Construction
D. W. Greene
F. Yarbrough
N.E. Mann
Paul Galloway
C. O. Tedrow
Ted Thompson

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Don Trout
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ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

April 4, 1978

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Division of State Lands
1445 State Street
Salem OR 97310

Gentlemen:

Re: DSL Permit R/F 2848
State Highway Division

On Page 2E of the Martin Creek-Comstock plans, the typical for Scour Holes in Channel Changes should be revised to create enough pool depth that 0.5 feet of water submerges the culvert invert at the outlet end.

Very truly yours,

Frank E Terpin
Frank E. Terpin
Location Engineer

REFERRED TO
Beard
✓ Cole W.E.C.
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Watson
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BY FINAL DESIGN ENGINEER

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APR 5 1978
DIVISION OF STATE LANDS

9037

April 3, 1978

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

Reinforced Earth Retaining Walls
Martin Creek-Comstock Section
Pacific Highway
Douglas County

The subject project will require a series of retaining walls to prevent fill slopes from encroaching on Pass Creek. The fills vary in height from 15 feet to 27 feet and "Reinforced Earth Walls" are being proposed for several of these locations.

Pursuant to OAR 127 - 20.050, the following brand name will be specified:

The Reinforced Earth Company
1414 - 22nd Street, N.W.
Washington, D.C. 20037

There are several reasons for specifying the "Reinforced Earth Retaining Wall":

(1) The favorable cost differential between this type of wall and other walls investigated.

(2) The ease and speed of construction with the Reinforced Earth System will cause less disruption to the high volume of traffic in what is already a very complicated stage construction program.

(3) The ability to stage construct, either by length or height, along with maximum aesthetic and cost-effective results, enhance this type of wall due to the short construction period for any work in or adjacent to Pass Creek.

As far as this Department can determine, no other company makes a comparable product.

It is believed that this letter fulfills the intent of the law and reflects proper expenditures of public funds.

Your approval of this patented technique is requested as being in the best interest of the public.

Very truly yours,

E. S. Hunter
Technical Services Engineer

bc: F. B. Klaboe
D. H. Moehring
H. S. Coulter
C. T. Keasey
J. H. Versteeg
Jack Sollis
Jack Sullivan
W. E. Cole
Alfred Shirley, Jr.

WEC:ab ja

9037.   1-5

Salem, Oregon
April 3, 1978

ADOlson
A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Engineer

Draft Noise Study Report
Martin Creek-Comstock
Comstock-Anlauf
Pacific Highway
Lane And Douglas Counties

The draft noise study report has been investigated and the following was discussed with your people March 31, 1978.

This is a Type 1-A project. (FHPM 7-7-3)

In the Pass Creek Park area it appears possible to provide a berm 8 feet above roadway elevation from approximately Station 215+50 to Station 231 and stay within existing right-of-way and not encroach on the creek. Southerly of that point a combination berm and wall would be required to provide the barrier indicated in the study report. The cost of providing the berm would be minor. The 400 feet of combination wall and berm at the south end would cost approximately $30,000. It appears that this portion might be eliminated and not materially change the barrier attenuation.

The residence near Station 190 is several feet higher than the roadway. There isn't room to use anything other than a wall to provide the indicated barrier. This would be 500-600 feet long and would vary from 10 to 15 feet in height. Estimated cost would be $50,000-$70,000.

There would not appear to be any adverse impact to the roadway for either of the indicated facilities.

Please advise as soon as possible what, if anything, needs to be added to the plans since the project final plans and specs should be basically complete at this time in order to meet a May contract letting.

ADO:ab

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1 ✓ Cole W.E.C. ____ Sample ____
Eriksen ____ 2 Watson
Hager ____ Lou ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 0 4 1978
ENGINEERING SECTION

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1979 Martin Cr.-Anlauf Intchg. 9037
Sec. of Pacific Hwy. (Grade,
pave, struc, sign & illum.) #3

RR 919 3-14-78
RR 931 6-5-78

Q&A 6355 6-26-78
Q&A 6367 7-5-78
Q&A 6132 6-24-77

9037 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 31, 1978

J H Versteeg

FROM: J. H. Versteeg
Engineering

SUBJECT: Erosion Control
Martin Creek-Comstock
Pacific Highway

TO: Duane O. Christensen
Final Design Engineer

The Environmental Staff have reviewed the contract plans for the Martin Creek-Comstock project. Pieter Dykman reported they are very pleased with the erosion control measures that have been included in the project plans.

These essential erosion control measures required the cooperation of you, Bill Cole, Bob Whitby, Bob Gettis, Tom Savage and many others. Please thank them for the extra efforts in turning out an excellent set of erosion control plans.

RECEIVED
MAR 31 1978
ENGINEERING SECTION

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
___Sullivan___
___Scott___
___Savage___

___Trout___
Do Not File ☐
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Action___

JHV:ab
cc: Pieter Dykman (Thanks for calling.)

9037

CON 21-2
I-5.3.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: March 30, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-5-3(97)162
Martin Creek-Anlauf Section
Lane & Douglas Counties

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

Right of Way Manager Boyd's letter of March 14, 1978, proposes that a construction contract be awarded with the stipulation that no work will be done on Railroad right of way until the State receives a right of entry. It is proposed to receive bids on the project in May of this year.

Our review indicates there are fifteen parcels of easements scattered up and down the project which could affect the Stage I and Stage II construction work. We do not believe it would be prudent to proceed with receiving bids or awarding a contract until the State can secure a Permit of Entry or agreement with the Railroad that will assure that the contractor can proceed without delay.

G Green
G. L. Green

NOTED
E. S. HUNTER

CC:
J. B. Boyd, R/W Mgr.
D.E. Swan, Proj Mgt.

RECEIVED
TECHNICAL SERVICES
MAR 31 '78
REFER TO
FOR

Info	Invest	R/D	[illegible]	[illegible]	[illegible]	[illegible]

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 21, 1978
Salem, OR 97310

FILE: ROW 18-2

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: THE FILES

SUBJECT: Martin Cr.-Anlauf Section
Pacific Highway
Lane & Douglas Counties

On March 14, Mr. Boyd wrote to Glen Green requesting approval to award the subject contract without an agreement with the railroad with the stipulation that no work be done on railroad right of way until we received a right of entry.

On Friday, March 17, Mr. Cusack called Mr. Hunter and requested some assurance that the railroad will eventually approve the project and give us the right of entry. We cannot really do this as the Portland office of the Southern Pacific Transportation Company has some concerns about their San Francisco office's reaction to the proposal. They, for example, do not like the three new public grade crossings.

The project is still in the Portland office being prepared for submittal to San Francisco. They anticipate it will be in San Francisco about April 1.

On Tuesday, March 21, I met with Mr. Boyd and Mr. Hunter and discussed the problem. It was decided to wait until sometime in the first week of April and check the progress. Once the project is in San Francisco, Mr. Boyd will call them to see what can be done to expedite the project.

RDT:de
cc: E. S. Hunter
J. H. Versteeg
J. B. Boyd
W. J. Hart
D. O. Christensen
Alfred Shirley
Jack Sullivan
D. E. Swan

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 22 '78
REFER TO Vern Cusack
FOR

Info	Inves	H/D	D/R	Sign	Act	File

cc
3-22-78

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

March 14, 1978

Martin Creek-Anlauf Section
Pacific Highway
Lane & Douglas Counties

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street NE, Suite 100
Salem OR 97301

Dear Sir:

We currently desire to receive bids on the subject project in May 1978. We do not, as yet, have an agreement with the Southern Pacific Transportation Company regarding the easements we will require from them and the work that they will have to accomplish. The Portland office of Southern Pacific Transportation Company has estimated that we will have a right of entry prior to the end of June.

A delay in letting the contract because we do not have an agreement with the railroad could cause us to lose a construction season. We propose that the contract be awarded with the stipulation that no work will be done on railroad right of way until we have received the right of entry. This work can be put off until at least August 1 with no delay in the project.

Your approval is requested.

Yours truly,

J. B. Boyd
Right of Way Manager

JBB:de

bc: E. S. Hunter
J. H. Versteeg
Alfred Shirley
W. J. Hart
Roger D. Trygstad
D. O. Christensen
Jack Sullivan
D. E. Swan

RECEIVED
TECHNICAL SERVICES
MAR 15 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1527

~~ROW 18-2~~

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

March 29, 1978

PUX 1228

Mr. Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem OR 97310

Dear Mr. Campbell:

Enclosed is an original and seven (7) copies of the Application of Lane County in the above-subject matter.

Two copies are for service upon Southern Pacific Transportation Company, one copy for service upon the Oregon Department of Transportation, Highway Division, one copy for service upon Douglas County and three (3) copies for use by your office.

Very truly yours,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
enclosure
cc: H. S. Coulter
Alfred Shirley
C. T. Keasey
D. E. Swan
J. L. Sollis

RECEIVED
STATE HWY ENGR
MAR 30 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

PUX 1228

PUC Docket No. SXF ________
PUC Crossing No. C-621.29
DOT-AAR Crossing No. ______

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the matter of the application of Lane County (name of applicant)

for the authority, pursuant to ORS 763. 020 (020/030/040), to

construct (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of Pacific Highway Frontage Road (name of street or highway)

and Southern Pacific Transportation Company (name of railroad company),

Siskiyou Mainline (name of railroad main or branch line or other trackage)

near (in/near) Divide (name of city/town/rail station), Lane (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection account (ORS 763.270, .280, .290). Estimate of dollar cost to fund: $________

☒ Federal-Aid Highway System funds.*

Interstate funds

☐ Other Federal funds.*

____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

Title Page

PUC Form 202 (31) 10-77
Replaces AX-1/75

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) X Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing. (Simplified form 203 (31) 10-77 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under (5) above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify) ____________________

If item (1), (2), (3), (4), (5) or (6) is checked, has a siting permit for a public transportation facility been obtained pursuant to ORS 197.415?

Yes (yes/no) If no, why not? ____________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	221-1300	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Division Engineer	288-8221	(Portland)
or--	208-232-4450	(Pocatello)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Lane County

   Address: Courthouse, 125 E. 8th St., Eugene OR 97401

2. Statutory authority under which this application is made: ORS 763.020 (020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing grade or separated crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 621.29

   City

   Nearest railroad station Divide

   County Lane

   The proposed project is to be in the SE 1/4 of the SE 1/4 of Section 11, Township 21S, Range 4W, W. M.

4. Name of public highway involved in this project:

   Pacific Highway Frontage Road

   Name of public authority with jurisdiction over this highway:

   Lane County

5. Name of railroad involved in this project: Southern Pacific Transportation Company, Siskiyou Mainline
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Southern Pacific Transportation Company
   b. Oregon Department of Transportation, Highway Division
   c. Lane County
   d. Douglas County
   e.
   f.

   Have you served each of these parties with a copy of this application? No (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

Construct grade crossing to serve property losing access to Pacific Highway du to freeway being built to interstate standards. Install #2 flashing lights and #4 automatic gates.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

If yes, why? To provide safe access to property owners.

9. Is the crossing involved (to be) a separated crossing? No (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location?

No (yes/no) If no, why not? Funds not available.

11. Physical description of the crossing:

a. The Highway

(1) Alignment--Describe the highway alignment for 1000 feet on each approach, both before and after the project:

Crossing is in center of reverse curve. Remainder of approach is fairly tangent.

(2) *Width--The highway is N/A feet wide at the crossing at present; after completion of the project, it will be 26 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At present--			After completion--		
Shoulder** of	N/A	feet	Shoulder of	3	feet
____ lane(s) at	N/A	ft. ea.	1 lane(s) at	10	ft. ea.
Median of	N/A	feet	Median of		feet
____ lane(s) at	N/A	ft. ea.	1 lane(s) at	10	ft. ea.
Shoulder of	N/A	feet	Shoulder of	3	feet

---

* Measurement of highway width should be along a line perpendicular to the highway.
** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

11.a. (Continued)

(3) Surface--	At present:	After completion:
Type of surface on traveled way:		
on approaches	N/A	Asphalt
at crossing	N/A	Asphalt
Type of surface on shoulders;	N/A	Gravel
Condition of surface:		
on approaches	N/A	New
at crossing	N/A	New
Is the highway curbed on the approaches?	N/A	No
Is there one or more sidewalks at this crossing?	N/A	No

If either answer to the above question is "Yes", please describe below, including width and location of each sidewalk:

(4) Gradient, going toward crossing on--	At present:	After completion:
N (N or E) approach	± N/A %	- 0.86 %
S (S or W) approach	± N/A %	+ 0.86 %

(5) Nearest public roadway intersection on each approach--

(a) W (N or E) approach: 3800 ft; ADT 30

(b) E (S or W) approach: 3200 ft; ADT 1800

Name of road or highway:

(a) Ward Butte Road

(b) I-5 ramps

Public authority with jurisdiction over road or highway:

(a) Douglas County

(b) Oregon Department of Transportation, Highway Division

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) No (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

(6) Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

N/A

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	N/A	1

Name of each track from N (N or E) to S (S or W):

Siskiyou Mainline

(2) Angle of intersection--	N/A °	90 °

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

Nearly tangent

11.b. (Continued)

(4) Nearest switch--

	At present:	After completion:
E (N or E) of crossing:	N/A ft.	1000+ ft.
W (S or W) of crossing:	N/A ft.	1000+ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: N/A ; After completion: 30 ;

Expected 5 years from completion: 40 .

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion:
300 ft. from crossing on N (N or E) approach:	N/A mph	20 mph
on S (S or W) approach:	N/A mph	20 mph
At crossing:	N/A mph	15 mph
Posted speed limit on approaches:	N/A mph	None mph
(3) Direction of traffic flow:	N/A (N & S, etc.)	N&S

b. The Railroad

	At present:	Expected after completion:
(1) Train movements-- (avg. per day)		
Freight trains:	N/A	6
Switching movements:	N/A	0
Passenger trains:	N/A	0
(2) Speed of trains--		
Maximum allowable:	N/A mph	40 mph
Typical:	N/A mph	35 mph
Slowest Normal:	N/A mph	35 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
N (N or E) approach:	300 ft. to right; 300 ft. to left
S (S or W) approach:	300 ft. to right; 300 ft. to left

13.a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . . The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 200 ft. to right; 200 ft. to left

S (S or W) approach: 200 ft. to right; 200 ft. to left

If these sight distances will be changed on completion of the project, please explain below:

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

Yes (yes/no) If yes, please explain by what and at what point it will be obstructed:

By horizontal alignment approximately 200 feet from crossing.

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? No (yes/no)

If yes, explain how you propose to overcome this problem:

If no, why not?

No room to park adjacent to crossing.

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
*Standard No. 4, automatic gate signal
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
**Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guard rail
Non-mountable curb
**Traffic signals at adjacent intersection
Track circuitry to interconnect crossing signals with traffic signals at adjacent intersection
Traffic signals at crossing

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: #2 Flashing Lights & #4 Automatic Gates

Number of such devices: 2 each ; To be located as follows: Each side of crossing, 19 feet from centerline.

(1) Who will perform the installation: Southern Pacific Transportation Company

(2) Estimated cost of installation: $ 45,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Dept. of Trans., Highway Division	100

(4) Who will maintain these devices? Southern Pacific Transportation Company

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Company	100

*** Include cost of furnishing the protective device(s).

14. (Continued)

b. Protection type: Guardrail

Number of such devices: 2 ; To be located as follows: Both sides of crossing adjacent to signals, 13 feet from centerline.

(1) Who will perform the installation? Oregon Dept. of Trans., Highway Division

(2) Estimated cost of installation: $ 3,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Dept. of Trans., Highway Division	100

(4) Who will maintain these devices? Lane County

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Lane County	100

c. Protection type: Advance Warning Signs & Pavement Markings.

Number of such devices: 2 each ; To be located as follows: Each side of crossing on approaches to crossing.

(1) Who will perform the installation? Oregon Dept. of Trans., Highway Division

(2) Estimated cost of installation: $ 350 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Dept. of Trans., Highway Division	100

(4) Who will maintain these devices? Lane County

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Lane County	100

NOTE: Add 14d, e, etc., on separate sheet, if needed.

5. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

Estimated cost of this portion: $ 2600

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: Oregon Department of Transportation, Highway Division

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Oregon Department of Transportation, Highway Division - 100%

b. Remainder of crossing area: Oregon Dept. of Transportation, Highway Div. - 100%

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: Lane County

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: Lane County

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

Motion sensors with wrap-around circuits.

If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

No (yes/no) If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings

20. At the crossing, the highway will be ____________ (above/below) the railroad tracks.

30. (Continued)

Route B: ____________________

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ____________________

Route B: ____________________

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ______ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this mattar under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

33. What protective devices are currently installed at the crossing to be closed?

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ______ (yes/no)

35. Who will close the crossing? ____________________

36. Who will bear the expense of closing the crossing? ____________________

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance? ____________________

SECTION V. -- (To be completed by all.)

39. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain: ____________________

39. (Continued)

If no, explain why not: Required for movement of traffic.

40. Other items of construction and cost distribution:

None

* * *

41. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes - Shts 2B, 5C & 6 (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: 11, 12

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Eugene, Oregon this 22nd day of March, 1978.

LANE COUNTY PUBLIC WORKS DEP'T
(Applicant)

3-22-78
(Attorney)

I, AL DRIVER, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

Al Driver

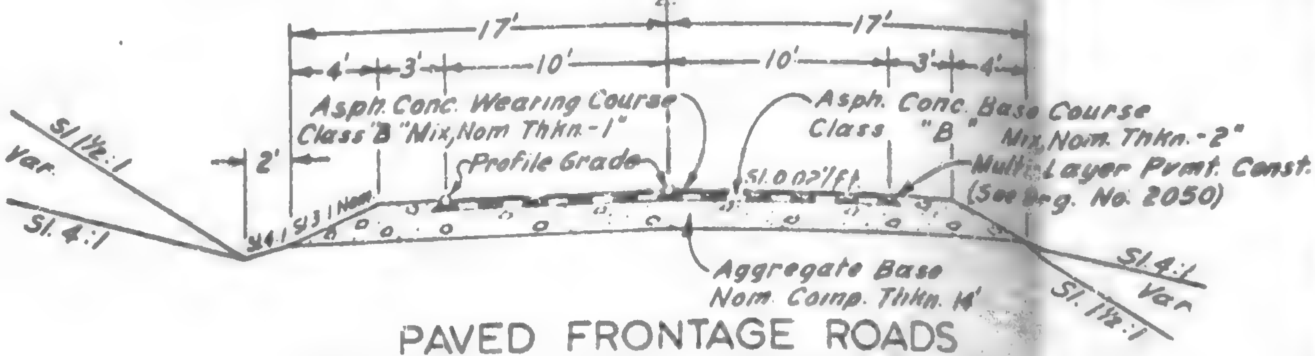
STATE OF OREGON)
County of) ss.

Subscribed and sworn to before me this 22nd day of March, 1978.

Betty C. Julian
(Notary Public for Oregon)

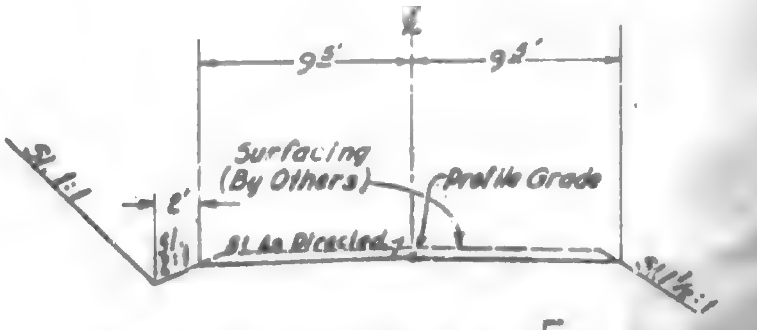
My Commission Expires: 1/26/81

PUC Form 202 (31) 10-77
Signature Page

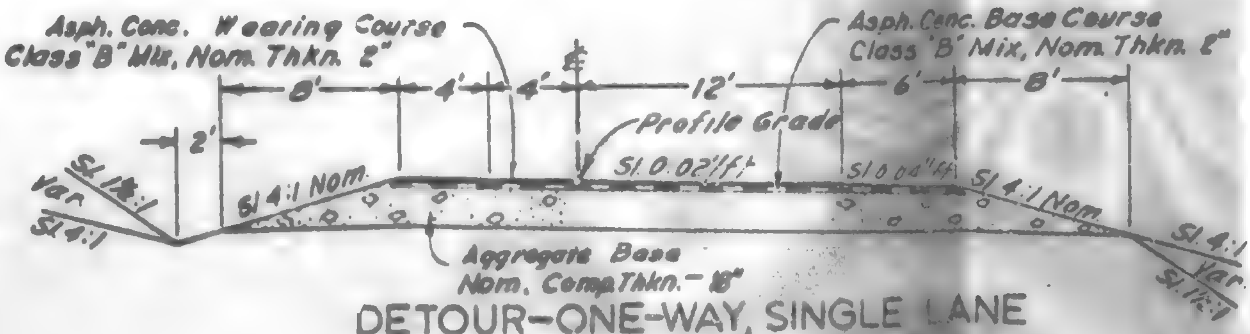

17'
17'
4'
3'
10'
10'
3'
4'
Asph. Conc. Wearing Course Class "B" Mix, Nom Thkn.-1"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-2"
Profile Grade
Sl. 0.02'/Ft.
Multi-Layer Pvmt. Const. (See Drg. No. 2050)
Sl. 1½:1
Var.
Sl. 4:1
2'
Sl. 4:1
Sl. 3:1 Nom.
Aggregate Base Nom. Comp. Thkn. 14"
Sl. 4:1
Var.
Sl. 1½:1

PAVED FRONTAGE ROADS

STA. "FR" 1031 + 70.00 To STA. "FR" 1041 + 04.37
"FR" 248 + 13.87 To "FR" 289 + 79.86
"WB" 12 + 50.00 To "WB" 21 + 27.37
"FBR" 97 + 38.03 To "FBR" 104 + 31.00
"T" 14 + 48.00 To "T" 24 + 49.02
"FA" 6 + 61.28 To "FA" 7 + 75.00
"CR" 1016 + 50.00 To "CR" 1019 + 85.00

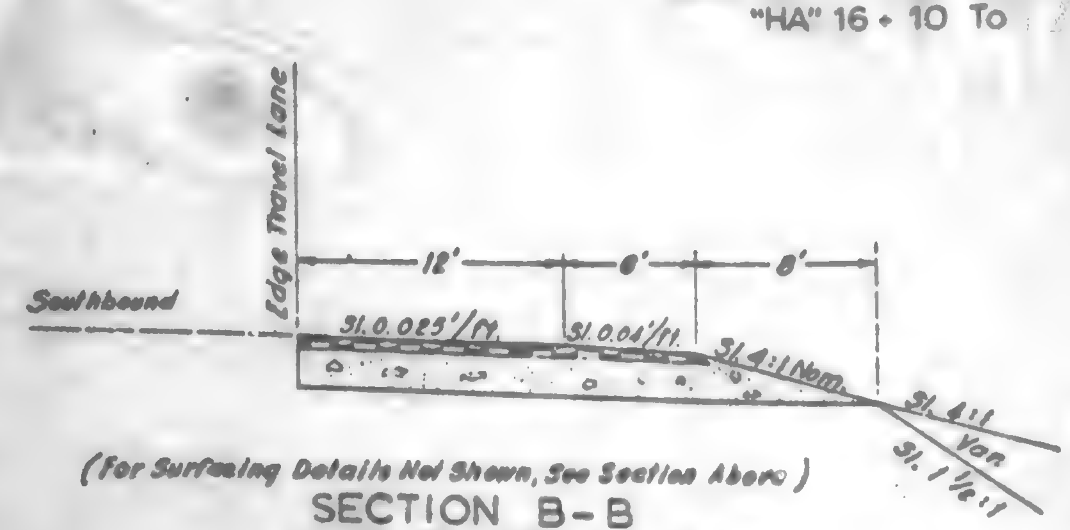

9½'
9½'
Sl. 1:1
2'
Sl. 1:1
Surfacing (By Others)
Profile Grade
Sl. As Directed
Sl. 1½:1

STA. "WR" 10 + 12.51 To STA. [EQ. "WR" 22 + 83.46 Bk. = "WR" 20 + 47.45 Ah.]


Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn. 2"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. 2"
8'
4'
4'
12'
6'
8'
2'
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1 Nom.
Sl. 4:1 Nom.
Aggregate Base Nom. Comp. Thkn.– 18"
Sl. 4:1
Var.
Sl. 1½:1

DETOUR–ONE-WAY, SINGLE LANE

STA. "WB" 19 + 53 To STA. 28 + 00 (Rt.)
STA. "HA" 11 + 60 To STA. "HA" 19 + 10
"HA" 16 + 10 To "HA" 19 + 50


Edge Travel Lane
12'
6'
8'
Southbound
Sl. 0.025'/Ft.
Sl. 0.04'/Ft.
Sl. 4:1 Nom.
Sl. 4:1
Var.
Sl. 1½:1

(For Surfacing Details Not Shown, See Section Above)

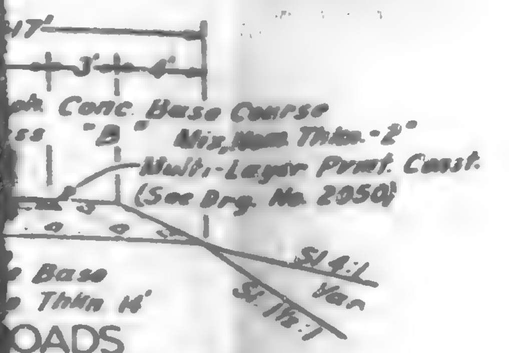
SECTION B–B

ACCELERATION LANE

(For Plan, See Sheet 4.)

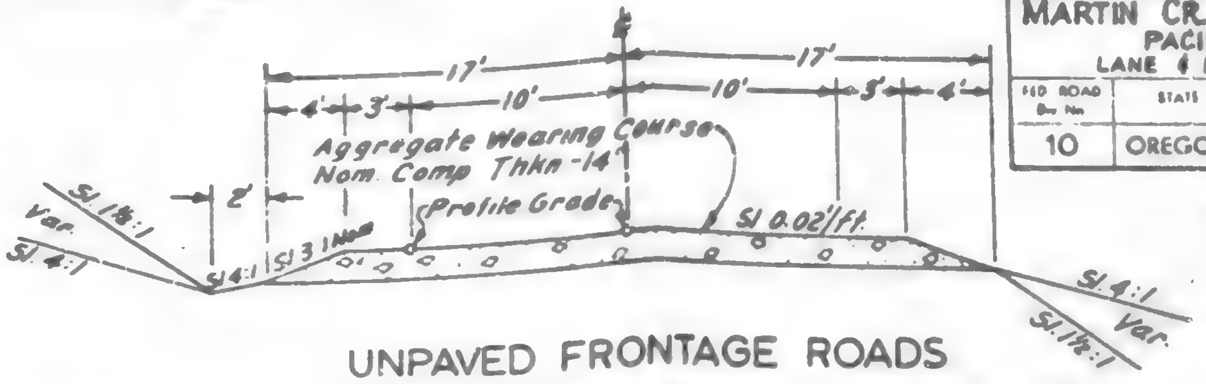
MARTIN CR.-COMSTOCK
PACIFIC HIGHWAY
LANE & DOUGLAS COUN

FED. ROAD DIV. No.	STATE	PROJECT NUMBER
10	OREGON	



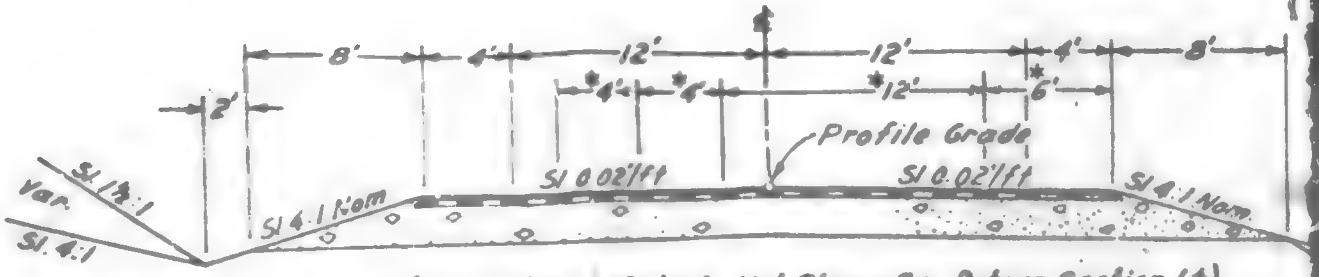
17'
3'
4'
ph. Conc. Base Course
ss "B" Mix, Nom. Thkn. - 2"
Multi-Layer Prmt. Const.
(See Drg. No. 2050)
Sl. 4:1
Var.
Sl. 1½:1
Base
Thkn. 14"

OADS
1041 + 04.37
289 + 79.86
21 + 27.37
104 + 31.00
24 + 49.02
7 + 75.00
1019 + 85.00



℄
17'
17'
4'
3'
10'
10'
3'
4'
Aggregate Wearing Course
Nom. Comp. Thkn. - 14"
2'
Profile Grade
Sl. 0.02'/ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Sl. 3:1 Nom.
Sl. 4:1
Var.
Sl. 1½:1

UNPAVED FRONTAGE ROADS
"FA" 7 + 75.00 To "FA" 39 + 22.56 (GRADING ONLY)
"FBR" 4 + 36.72 To "FBR" 70 + 91.71
"WB" 21 + 27.37 To "WB" 29 + 00.00



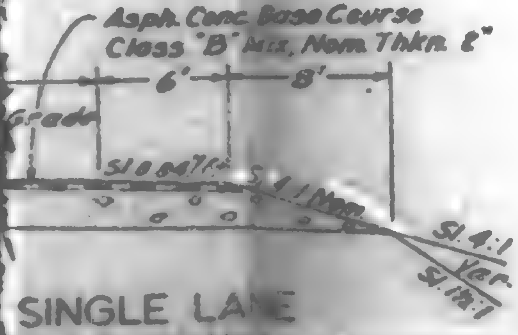
℄
8'
4'
12'
12'
4'
8'
*4'
*4'
*12'
*6'
2'
Profile Grade
Sl. 0.02'/ft
Sl. 0.02'/ft
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1 Nom.
Sl. 4:1 Nom.

(For Sufacing Details Not Shown, See Detour Section Lt.)

DETOUR-TWO-WAY, SINGLE LANE
*ONE-WAY, SINGLE LANE
STA. "WB" 16 + 70 To STA. 21 + 00 (Lt.)

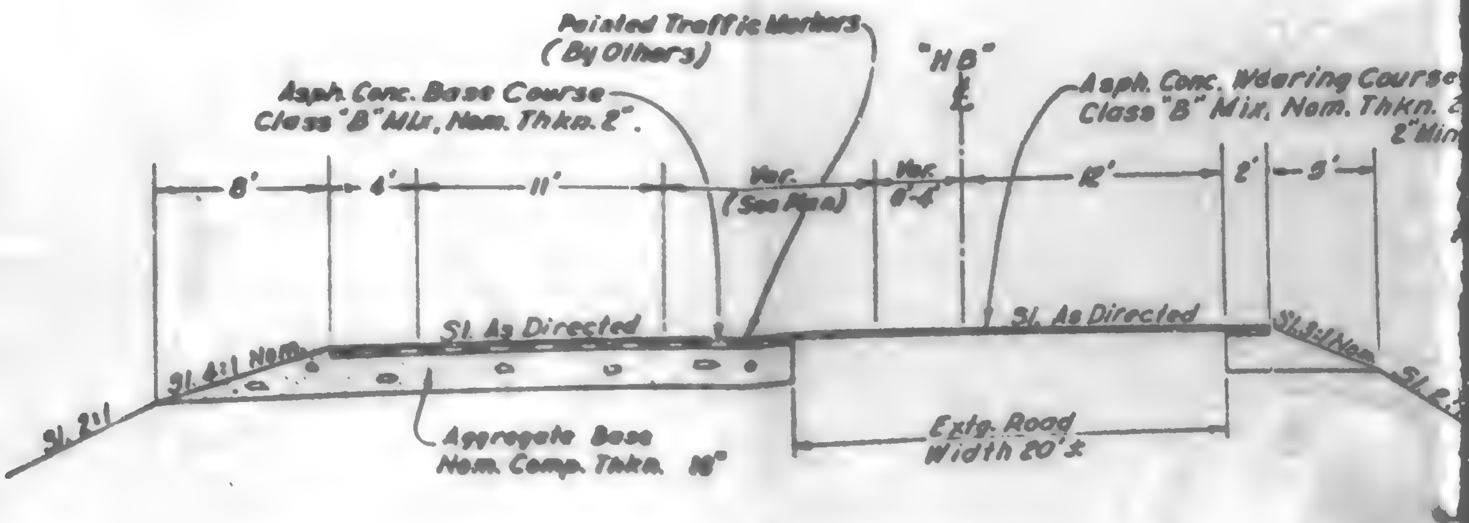
*Note:
Re-Stripe F
Single Lane T
Completion Of
Construction

"WR" 22 + 83.46 Bk. =
"WR" 20 + 47.45 Ah.



Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. 2"
6'
8'
Grade
Sl. 0.02'/ft.
Sl. 4:1 Nom.
Sl. 4:1
Var.
Sl. 1½:1

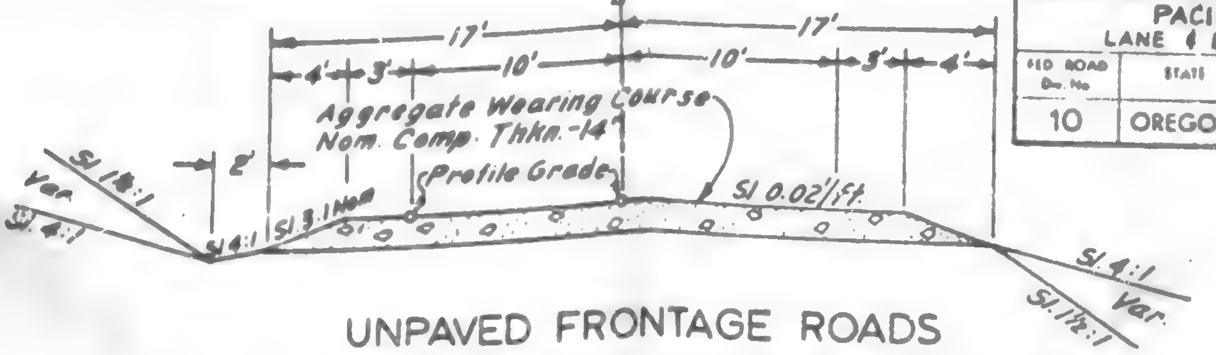
SINGLE LANE
TA. 28 + 00 (Rt.)
TA. "HA" 15 + 10
"HA" 19 + 50



Painted Traffic Markers
(By Others)
"HB"
℄
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. 2"
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. 2
2" Min
8'
4'
11'
Var.
(See Plan)
Var.
6-4
12'
2'
3'
Sl. As Directed
Sl. As Directed
Sl. 4:1 Nom.
Sl. 2:1
Sl. 3:1 Nom.
Aggregate Base
Nom. Comp. Thkn. 16"
Extg. Road
Width 20'±

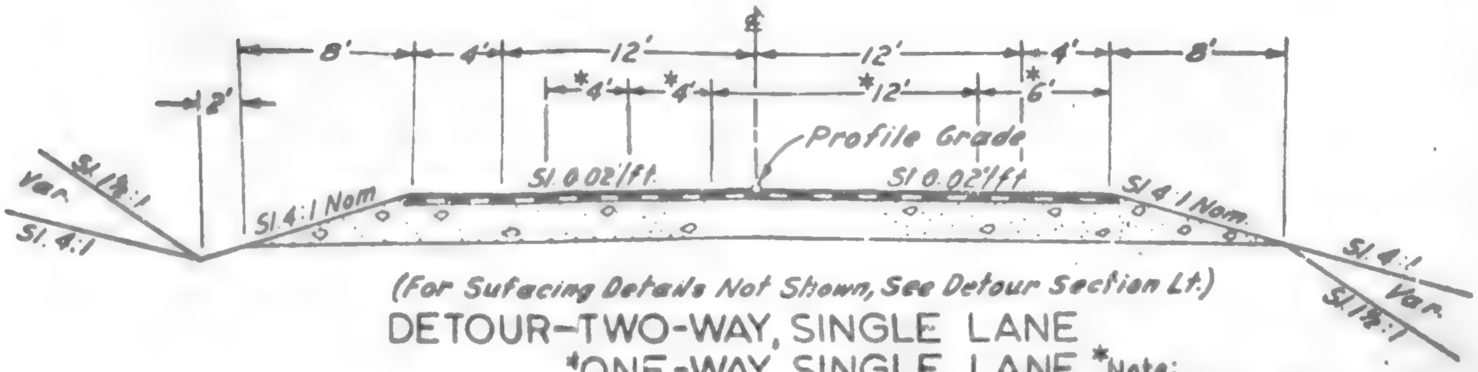
"HB" LINE
SECTION A—A
(For Plan, See Sheet 4)

MARTIN CR. - COMSTOCK SEC. PACIFIC HIGHWAY LANE & DOUGLAS COUNTIES				SHEET No. 2B
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


℄
17'
17'
4'
3'
10'
10'
3'
4'
Aggregate Wearing Course
Nom. Comp. Thkn.-14"
Profile Grade
2'
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Sl. 3:1 Nom.
Sl. 0.02'/ft.
Sl. 4:1
Var.
Sl. 1½:1

UNPAVED FRONTAGE ROADS

"FA" 7 + 75.00 To "FA" 39 + 22.56 (GRADING ONLY)
"FBR" 4 + 36.72 To "FBR" 70 + 91.71
"WB" 21 + 27.37 To "WB" 29 + 00.00

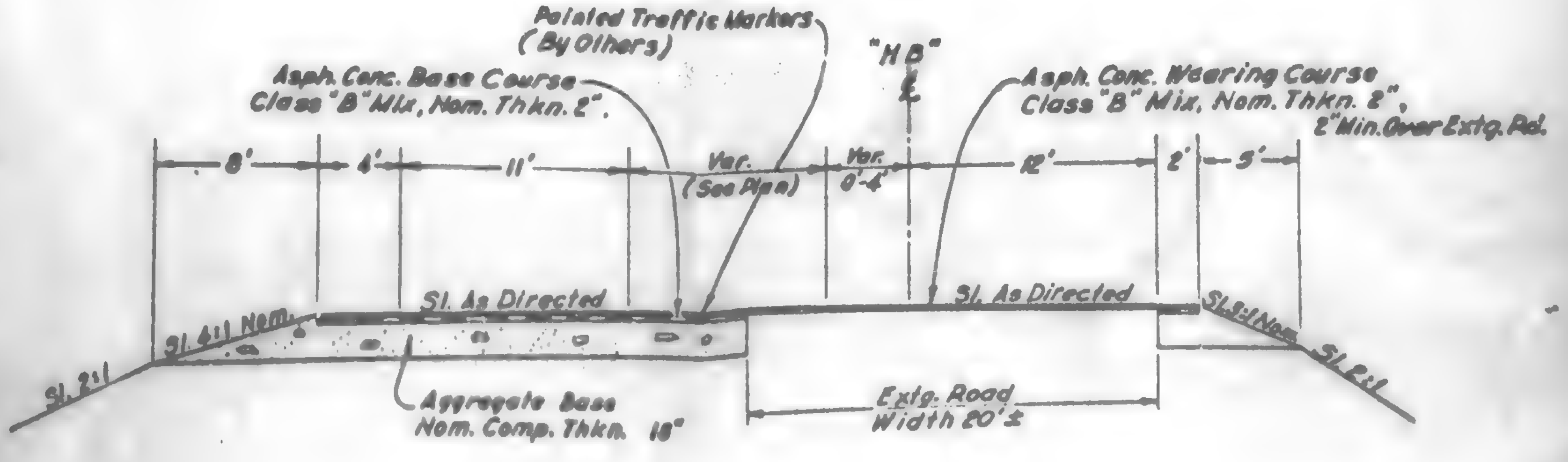

℄
8'
4'
12'
12'
4'
8'
*4'
*4'
*12'
*6'
2'
Profile Grade
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1 Nom.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1 Nom.
Sl. 4:1
Var.
Sl. 1½:1

(For Sufacing Details Not Shown, See Detour Section Lt.)

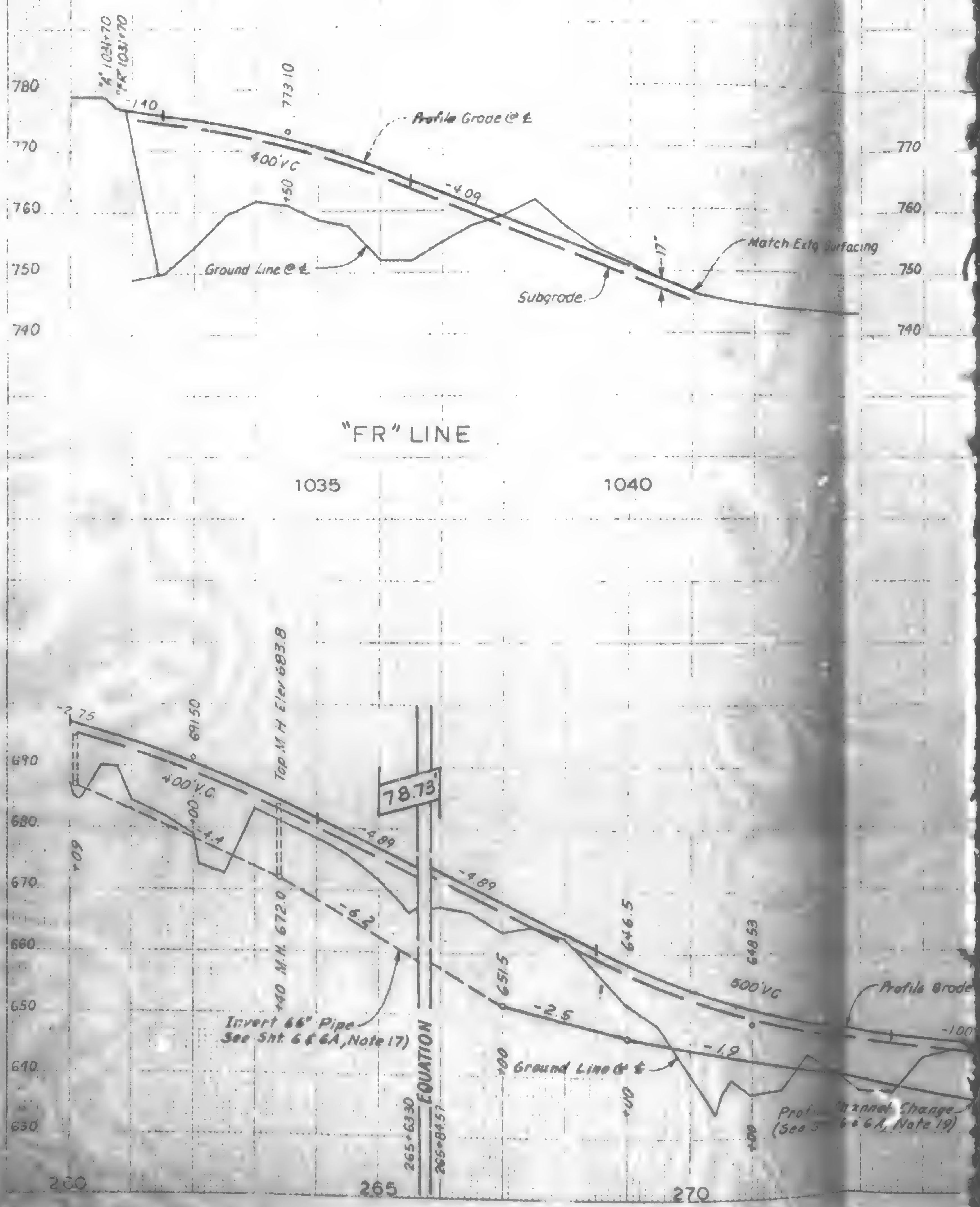
DETOUR-TWO-WAY, SINGLE LANE
*ONE-WAY, SINGLE LANE

STA. "WB" 16 + 70 To STA. 21 + 00 (Lt.)

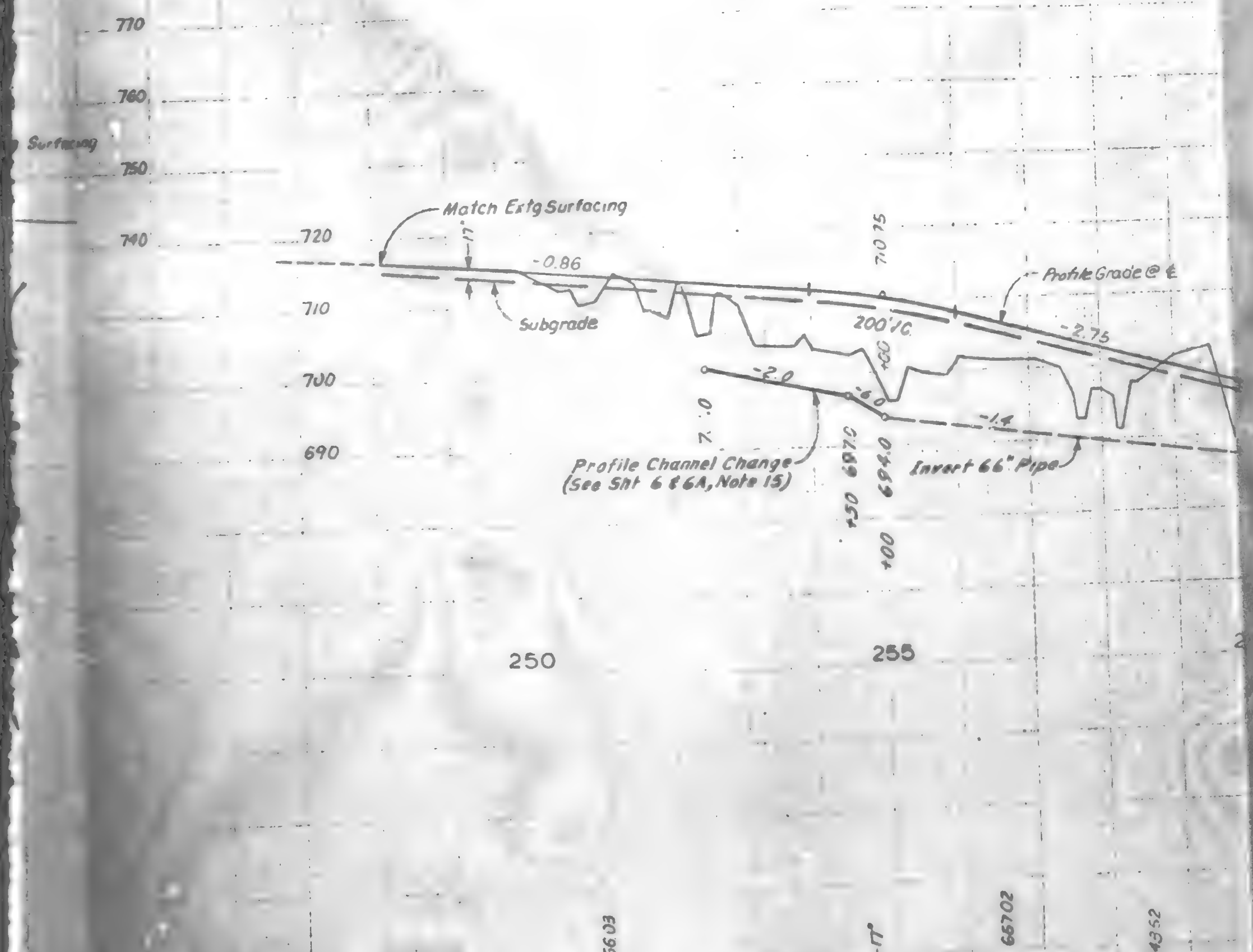
*Note:
Re-Stripe For One-Way Single Lane Traffic After Completion Of Stage One Construction.


Painted Traffic Markers
(By Others)
"HB"
℄
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. 2".
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. 2",
2" Min. Over Extg. Pvt.
8'
4'
11'
Var.
(See Plan)
Var.
0-4'
12'
2'
3'
Sl. As Directed
Sl. As Directed
Sl. 4:1 Nom.
Sl. 2:1
Sl. 3:1 Nom.
Sl. 2:1
Aggregate Base
Nom. Comp. Thkn. 18"
Extg. Road
Width 20'±

"HB" LINE
SECTION A—A
(For Plan, See Sheet 4)


"A" 1031+70
"FR" 1031+70
780
770
760
750
740
-1.40
773.10
400' VC
+50
Profile Grade @ ℄
-4.09
Ground Line @ ℄
17"
Match Extg Surfacing
Subgrade
"FR" LINE
1035
1040
-2.75
691.50
400' V.C.
Top M.H. Elev 683.8
78.73'
690
680
670
660
650
640
630
+09
+00
-4.4
-4.89
-4.89
-6.2
+40 M.H. 672.0
646.5
648.53
651.5
500' VC
Profile Grade
-1.00
-2.5
-1.9
Invert 66" Pipe
See Sht. 6 & 6A, Note 17)
EQUATION
265+63.30
265+84.57
+00
Ground Line @ ℄
+10
+00
Prof… Channel Change
(See S… 6 & 6A, Note 19)
260
265
270

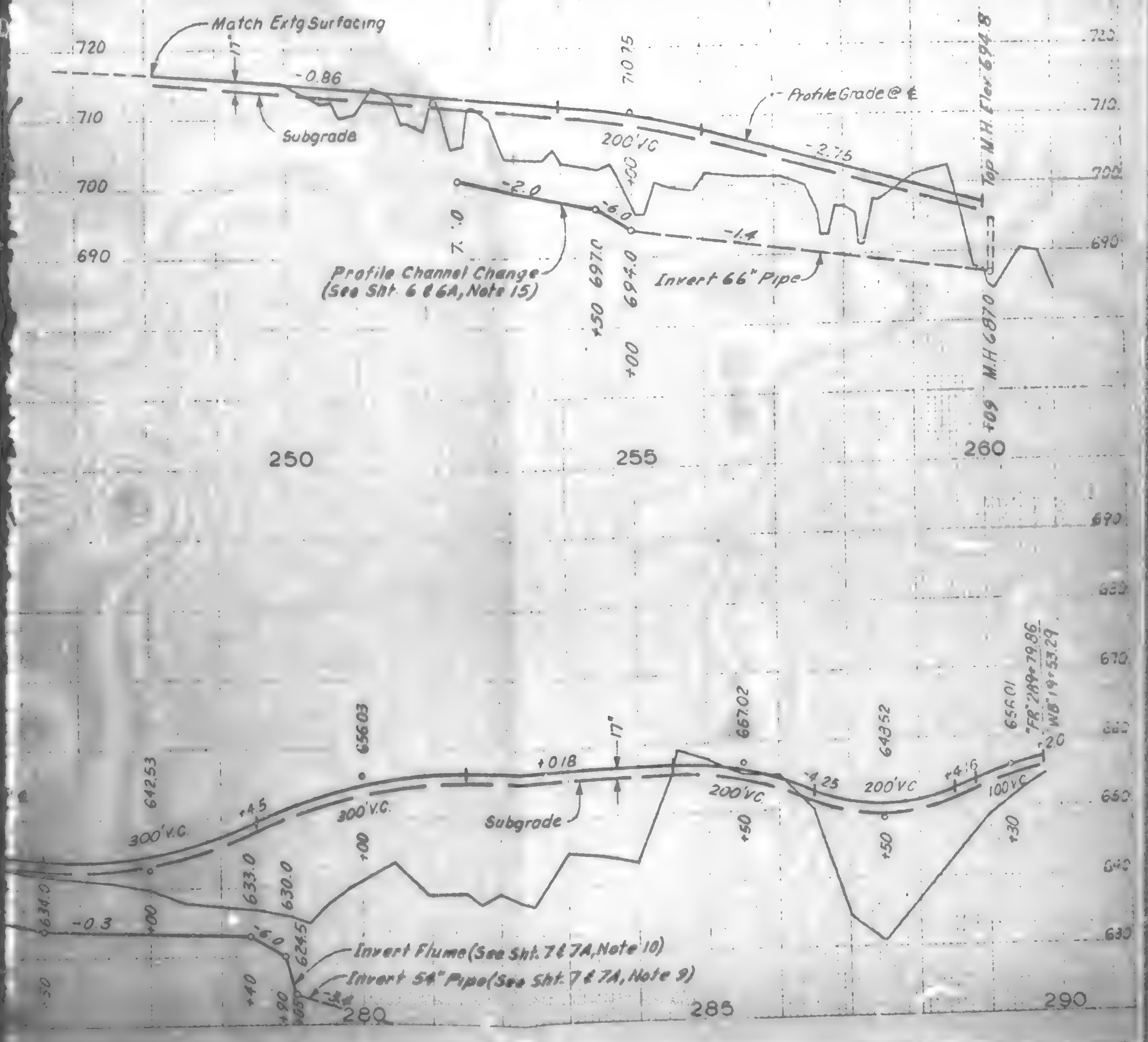
MARTIN CR. - COMSTOC
PACIFIC HIGHW
LANE & DOUGLAS CO
OREGON


770
760
750
740
Surfacing
Match Extg Surfacing
720
710
700
690
1.7'
-0.86
Subgrade
71075
Profile Grade @ ℄
200' V.C.
+60
-2.75
-2.0
-6.0
-1.4
7.0
697.0
694.0
+50
+00
Profile Channel Change (See Sht. 6 & 6A, Note 15)
Invert 66" Pipe
250
255
Grade @ ℄
-1.00
300' V.C.
642.53
+4.5
65603
300' V.C.
+00
+0.18
1.7'
Subgrade
65702
200' V.C.
+50
-4.25
64352
200' V.C.
+50
634.0
-0.3
+00
633.0
630.0
-6.0
624.5
Invert Flume (See Sht. 7 & 7A, Note 18)
Invert 54" Pipe (See Sht. 7 & 7A, Note 9)
-3.4
+50
+40
+90
+05
275
280
285

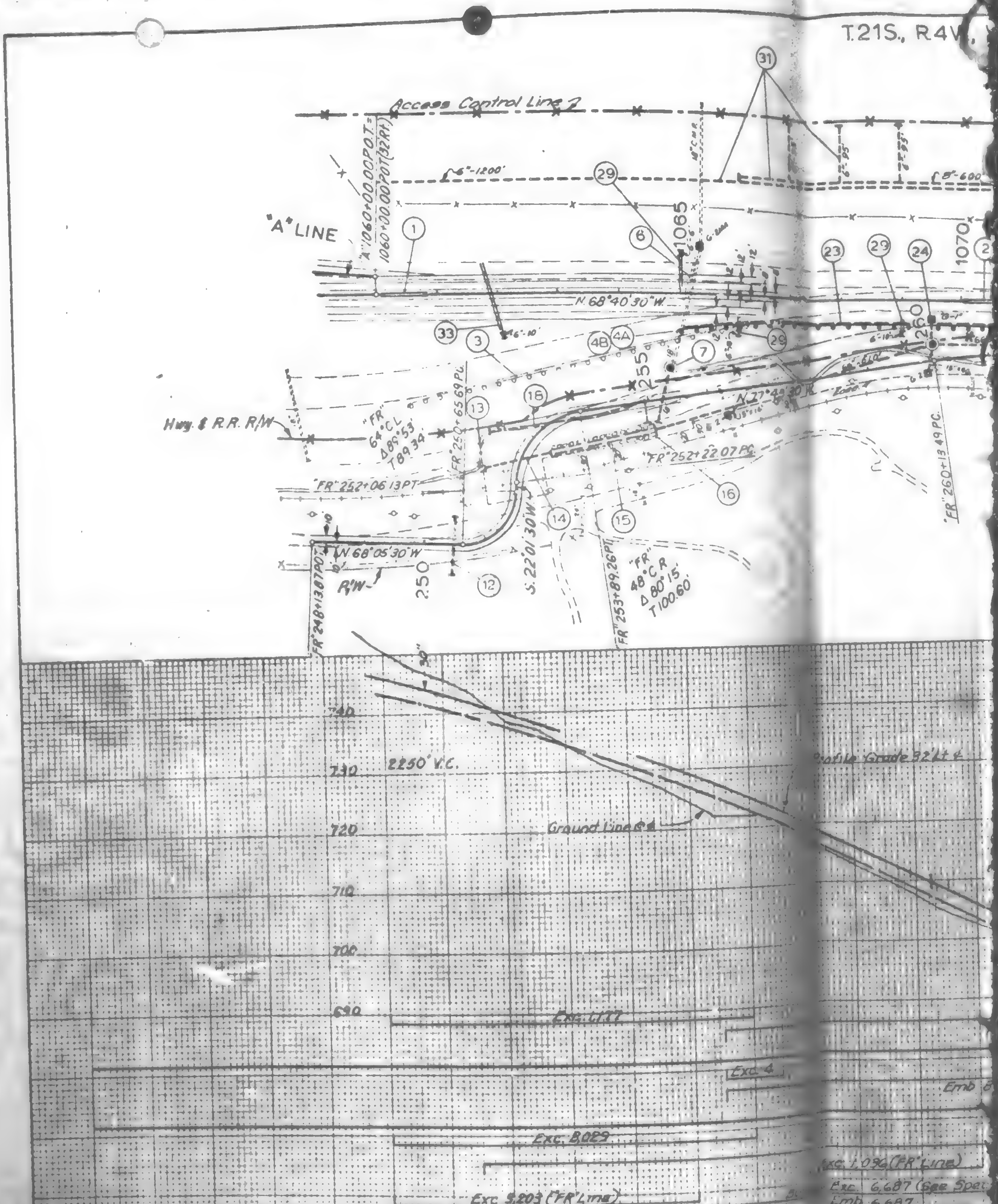
5C

MARTIN CR.-COMSTOCK SEC.
PACIFIC HIGHWAY
LANE & DOUGLAS COUNTIES

OREGON

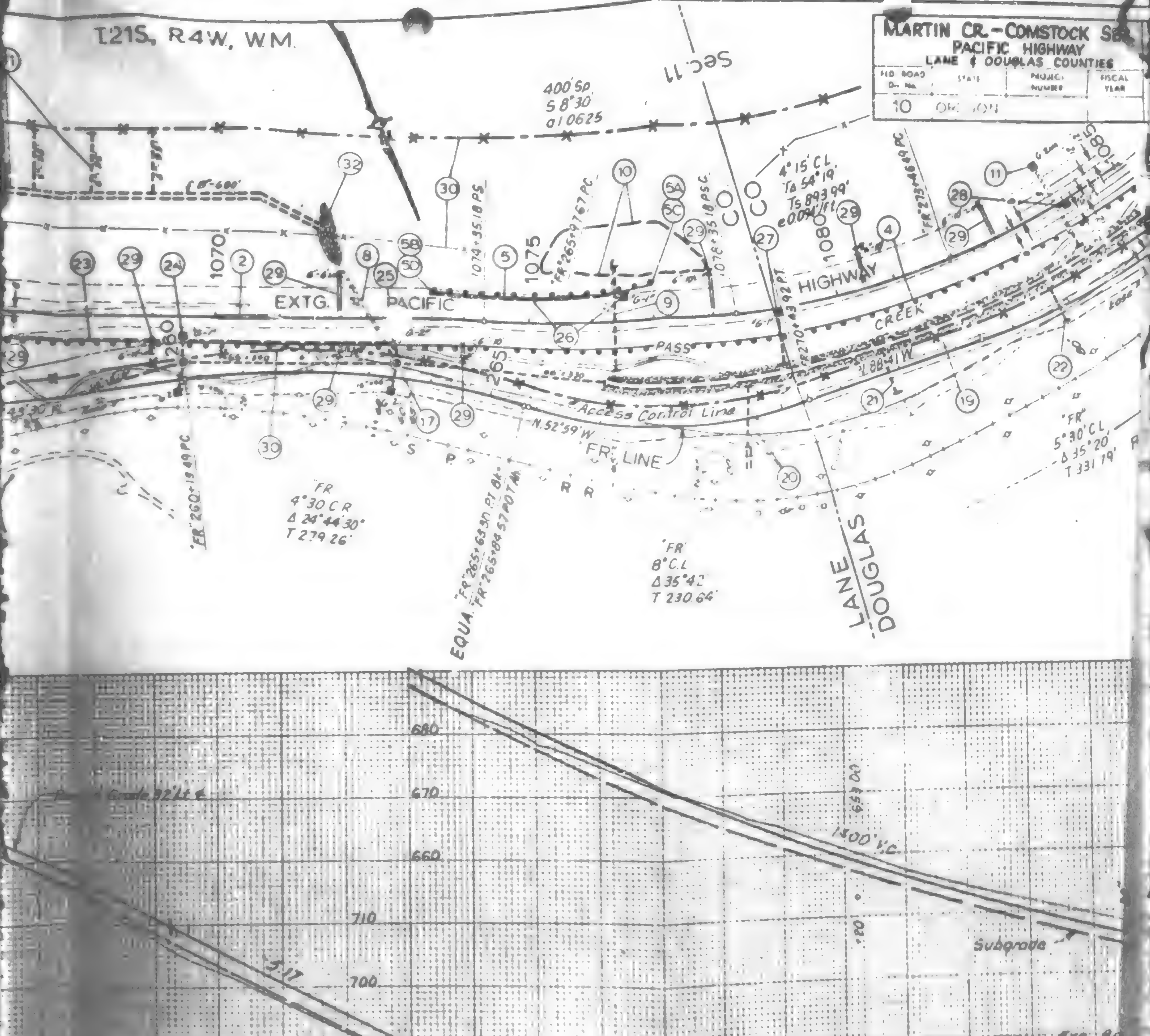


Match Extg Surfacing
17"
-0.86
Subgrade
710.75
Profile Grade @ ℄
200' VC
+00
-2.75
Top M.H. Elev. 694.8
-2.0
-6.0
-1.4
Profile Channel Change (See Sht. 6 & 6A, Note 15)
Invert 66" Pipe
+50 697.0
+00 694.0
+09 M.H. 687.0
720
710
700
690
250
255
260
680
670
660
650
640
630
642.53
656.03
+018
17"
667.02
-4.25
643.52
656.01
+4.16
"FR" 289+79.86
"WB" 19+53.29
2.0
+4.5
300' V.C.
300' V.C.
Subgrade
200' VC
200' VC
100' VC
+00
+50
+50
+30
634.0
633.0
630.0
-0.3
+00
-6.0
624.5
+40
+90
Invert Flume (See Sht. 7 & 7A, Note 10)
Invert 54" Pipe (See Sht. 7 & 7A, Note 9)
280
285
290

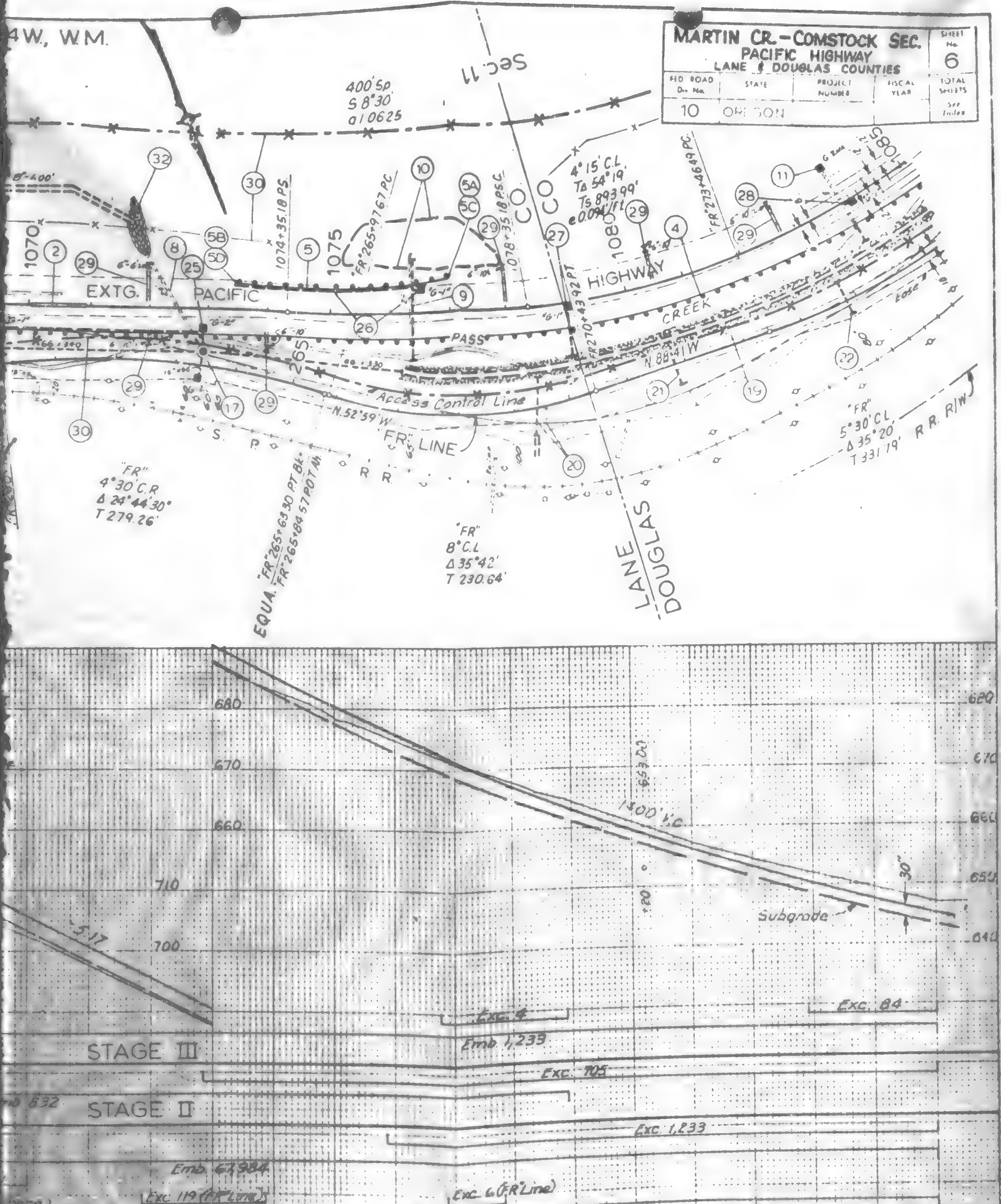

T.21S., R4W
Access Control Line
"A" LINE
"A" 1060+00.00 P.O.T. =
1060+00.00 P.O.T. (32' Rt.)
5'-1200'
5'-600'
1065
1070
N.68°40'30"W.
N.77°44'30"W.
Hwy. & R.R. R/W
"FR"
64°C.L.
Δ 89°53'
T 89.34
"FR" 250+65.69 P.C.
"FR" 252+06.13 P.T.
"FR" 252+22.07 P.C.
"FR" 260+13.49 P.C.
"FR" 248+13.87 P.O.
N.68°05'30"W.
R/W
250
255
260
S.22°01'30"W.
"FR"
48°C.R.
Δ 80°15'
T 100.60
"FR" 253+89.26 P.T.
1
3
4A
4B
6
7
12
13
14
15
16
18
23
24
29
31
33
740
730
720
710
700
690
2250' V.C.
Profile Grade 32' Lt. ℄
Ground Line @ ℄
Exc. 1,777
Exc. 4
Emb. 8
Exc. 8,029
Exc. 1,096 ("FR" Line)
Exc. 5,203 ("FR" Line)
Exc. 6,687 (See Spec.
Emb. 6,687
Emb. 11,097 ("FR" Line)
1060
1065

MARTIN CR.-COMSTOCK SEC.
PACIFIC HIGHWAY
LANE & DOUGLAS COUNTIES

FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		



T.21S, R.4W, W.M.
Sec. 11
400' Sp.
S 8°30'
a 0.0625
4°15' C.L.
Ta 54°19'
Ts 893.99'
e 0.094'/Ft.
1070
1075
1080
1085
EXTG. PACIFIC HIGHWAY
CREEK
PASS
Access Control Line
N.52°59'W
FR LINE
S P R R
"FR" 260+19.49 PC
"FR" 265+97.67 PC
"FR" 270+43.92 PT
"FR" 273+48.89 PC
1074+35.18 PS
1078+35.18 PSC
EQUA. "FR" 265+63.30 PT Bk. = "FR" 265+84.57 POT Ah.
"FR" 4°30' C.R. Δ 24°44'30" T 279.26'
"FR" 8° C.L. Δ 35°42' T 230.64'
"FR" 5°30' C.L. Δ 35°20' T 331.79'
N.88°41'W
CO CO
LANE
DOUGLAS
260
265
23 29 24 2 29 8 25 5B 5D 5 10 5A 5C 29 27 29 4 28 29 11 32 30 9 26 29 17 29 30 21 19 22 20
680
670
660
710
700
5.17
1300' V.C.
Subgrade
Grade 92' Lt. ℄
Exc. 4
Emb. 1,233
Exc. 705
Emb. 832
Exc. 1,233
Emb. 67,384
Exc. 119 (FR Line)
Exc. 60 (FR Line)
STAGE III
STAGE II
STAGE I
1070
1075
1080



MARTIN CR.-COMSTOCK SEC. PACIFIC HIGHWAY LANE & DOUGLAS COUNTIES				SHEET No. 6
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

4W., W.M.
Sec. 11
400' Sp.
S 8°30'
a 0.0625
4°15' C.L.
Δ 54°19'
Ts 893.99'
e 0.094'/ft.
1070
1075
1080
1085
1074+35.18 P.S.
"FR" 265+97.67 P.C.
1078+35.18 P.S.C.
"FR" 273+46.49 P.C.
"FR" 270+43.92 P.T.
CO
CO
EXTG.
PACIFIC
HIGHWAY
CREEK
PASS
N. 88°41' W.
N. 52°59' W.
Access Control Line
"FR" LINE
S. P. R. R.
R.R. R/W
265
"FR"
4°30' C.R.
Δ 24°44'30"
T 279.26'
"FR"
8° C.L.
Δ 35°42'
T 230.64'
"FR"
5°30' C.L.
Δ 35°20'
T 331.79'
EQUA. "FR" 265+63.30 PT. Bk. = "FR" 265+84.57 P.O.T. Ah.
LANE
DOUGLAS
2
4
5
5A
5B
5C
5D
8
9
10
11
17
19
20
21
22
25
26
27
28
29
30
32
680
670
660
650
640
710
700
-5.17
1300' V.C.
653.01
30"
Subgrade
STAGE III
STAGE II
STAGE I
Exc. 4
Emb. 1,233
Exc. 84
Exc. 705
Emb. 632
Exc. 1,233
Emb. 67,984
Exc. 119 ("FR" Line)
Exc. 6 ("FR" Line)
1075
1080
1085

CON 21.2
I 5.5.
sip
c

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 29, 1978

J B Boyd

SUBJECT: Exchange of Properties
Files 17693 & 49675
Divide-Anlauf Section
Pacific Highway
Douglas County

FROM: J. B. Boyd
Right of Way Manager

TO: E. S. Hunter
Technical Services Engineer

The negotiations on the Weyerhauser File indicated that it would be difficult or impossible to acquire the area for the right-of-way and the scenic strip without an exchange of property. I made the decision that trading for equal area was the only possible solution to early contract of this project. We hopefully are near a solution with Weyerhauser.

I had failed to follow our procedures in excess property recommendations in the obtainment of approvals from the various sections. I have sent cc's to the persons normally approving our surplus recommendations with a copy of the map of the areas involved. In this specific case I would appreciate your approval of my solution.

JBB:lb;jk
cc: Scott Coulter
J. H. Versteeg
Alfred Shirley
Virgil Wilson
Neil Flanagan

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TECHNICAL SERVICES
MAR 3 '78
REFER TO
TO

3 31 75
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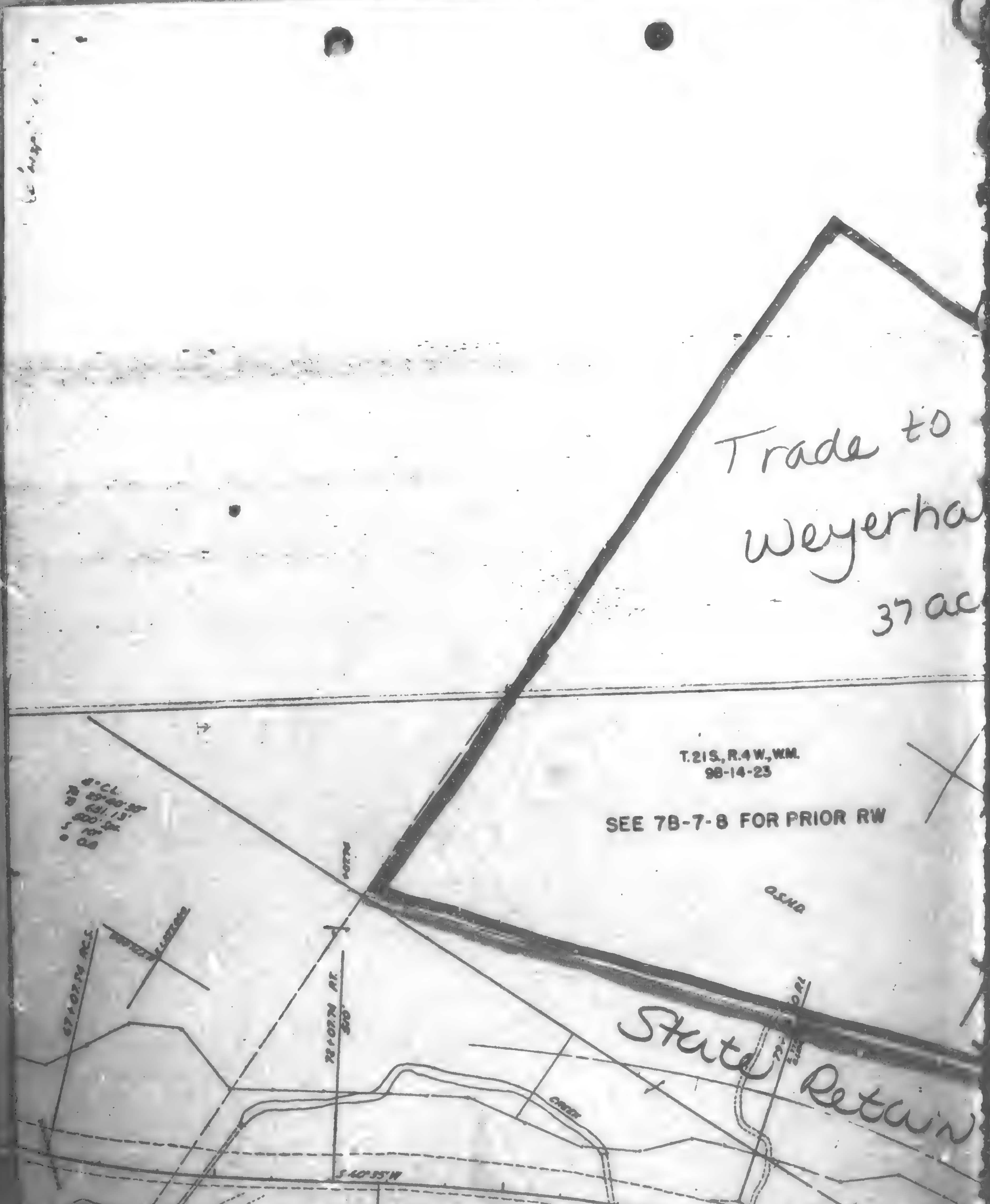
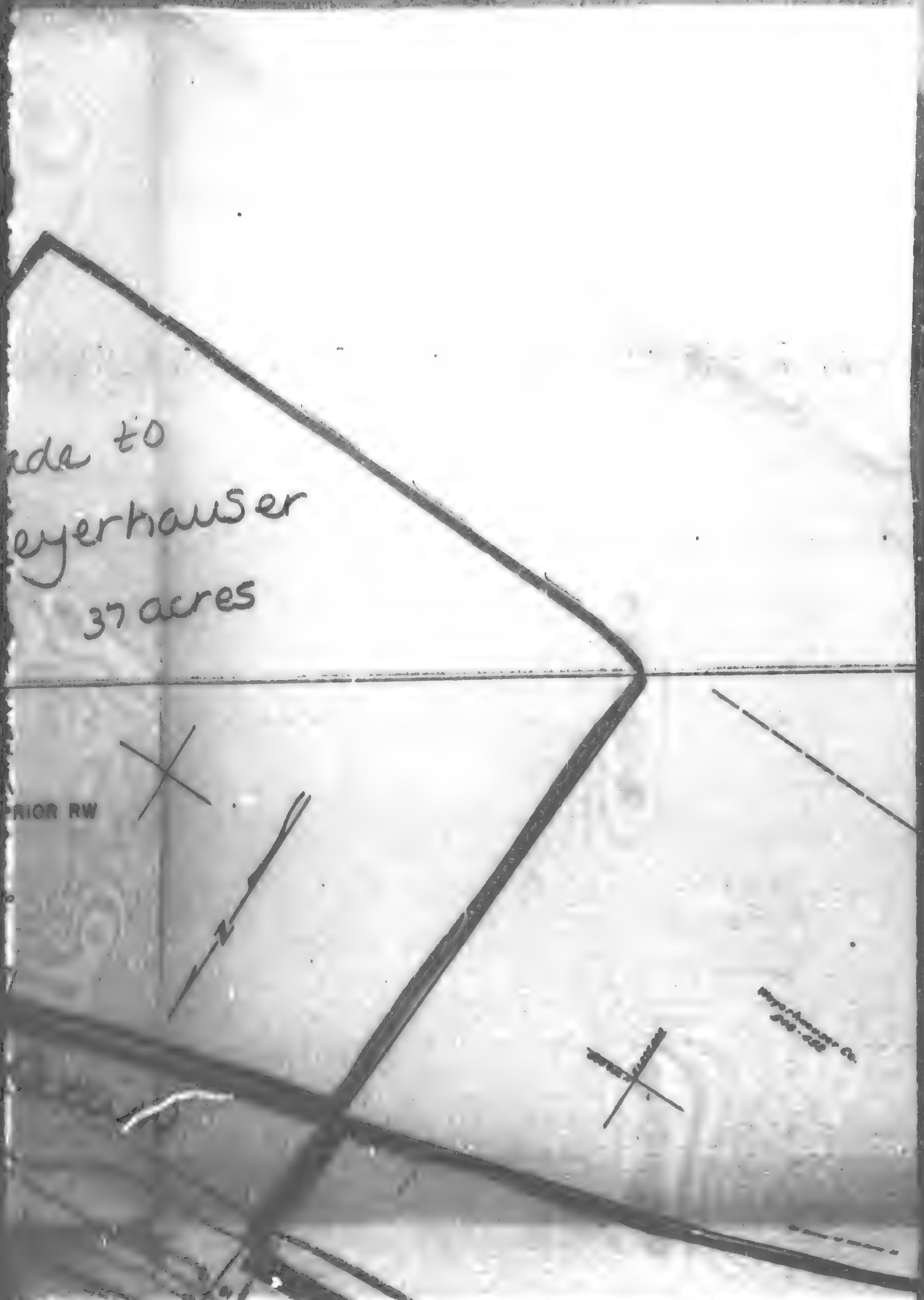
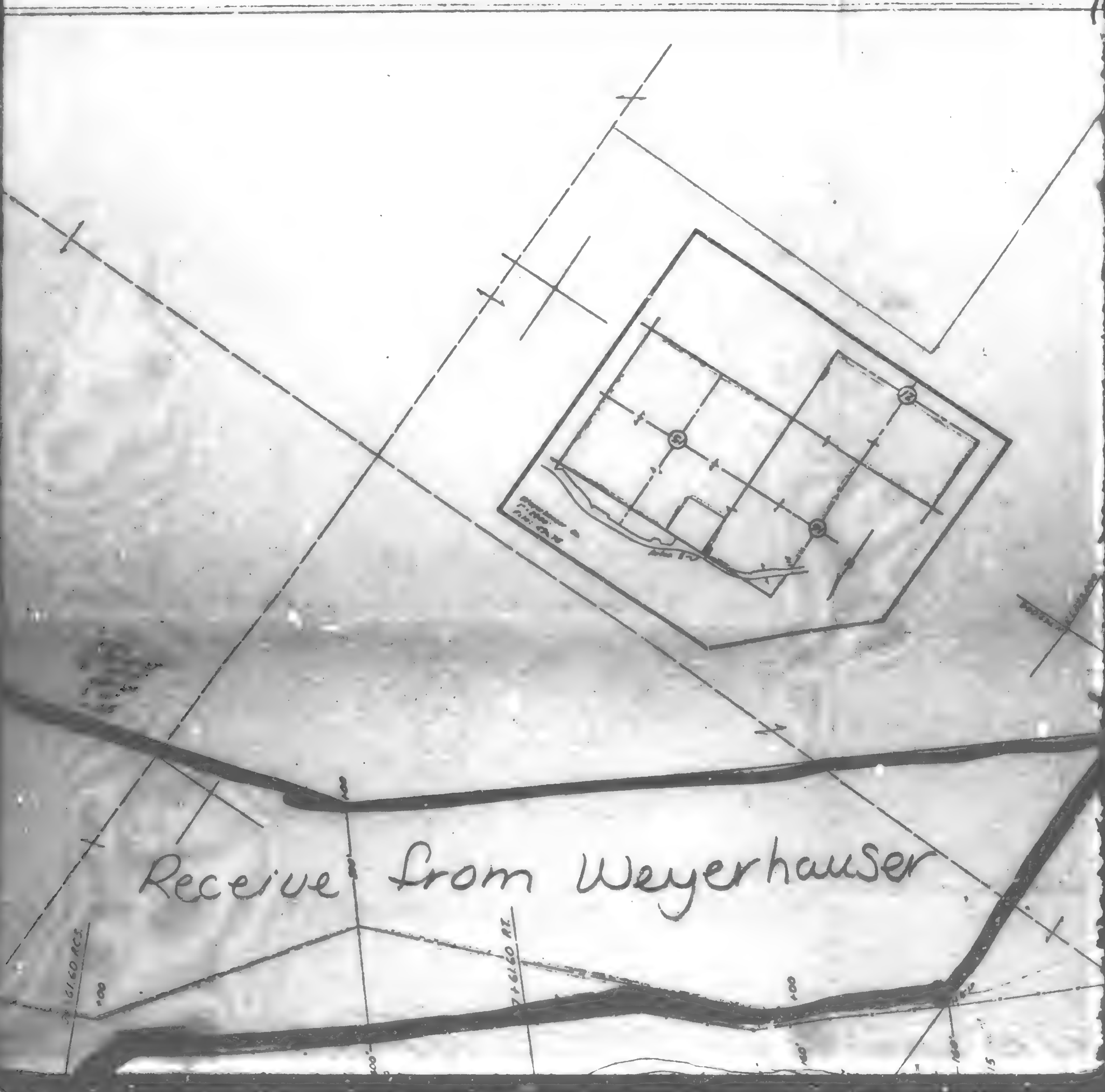
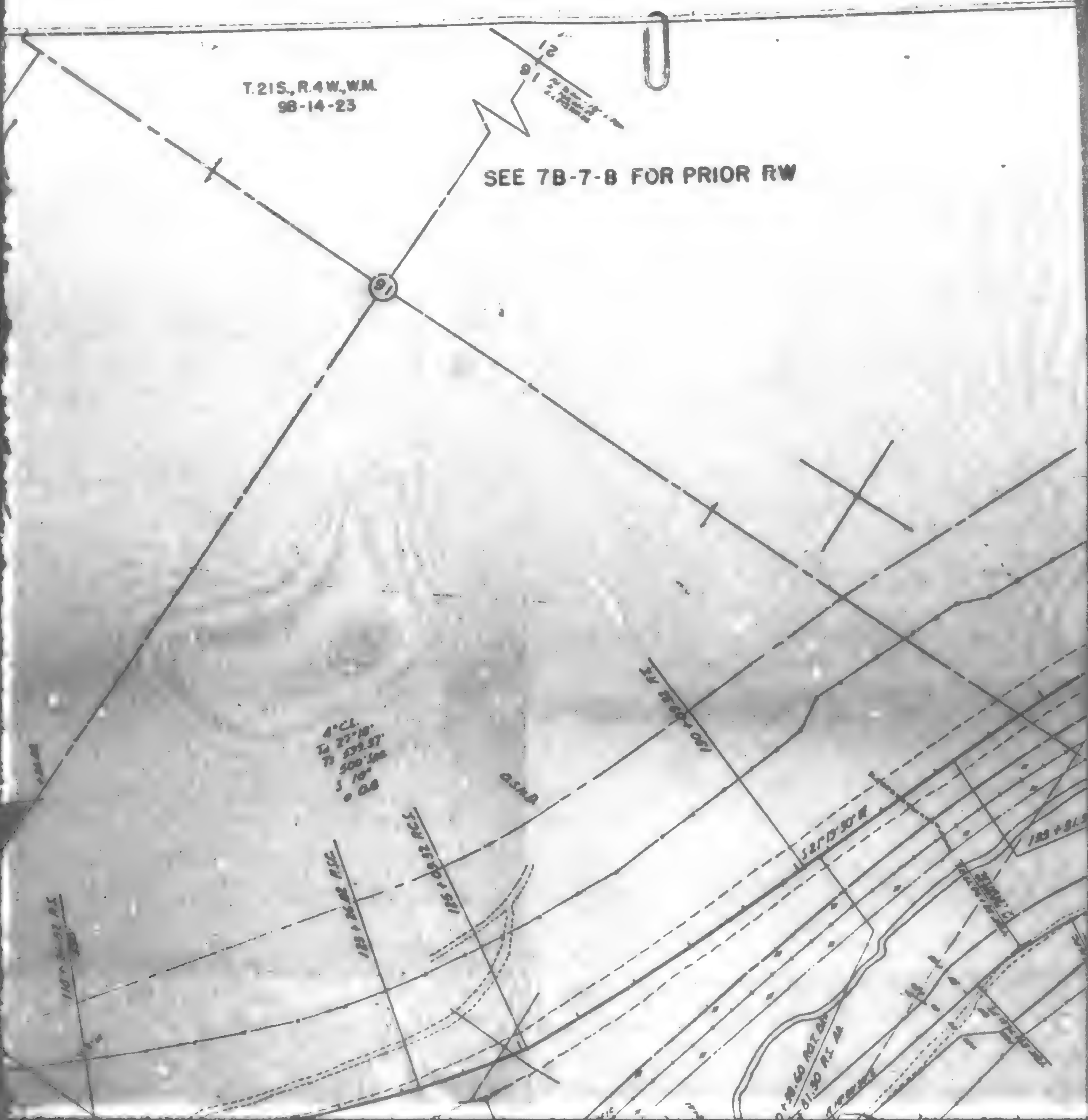
Trade to
Weyerha
37 ac
T.21S., R.4W., W.M.
98-14-23
SEE 7B-7-8 FOR PRIOR RW
O.S.H.D.
State Retain
67+07.54 P.C.S.
72+07.74 P.T.
CREEK
S 40°55'W

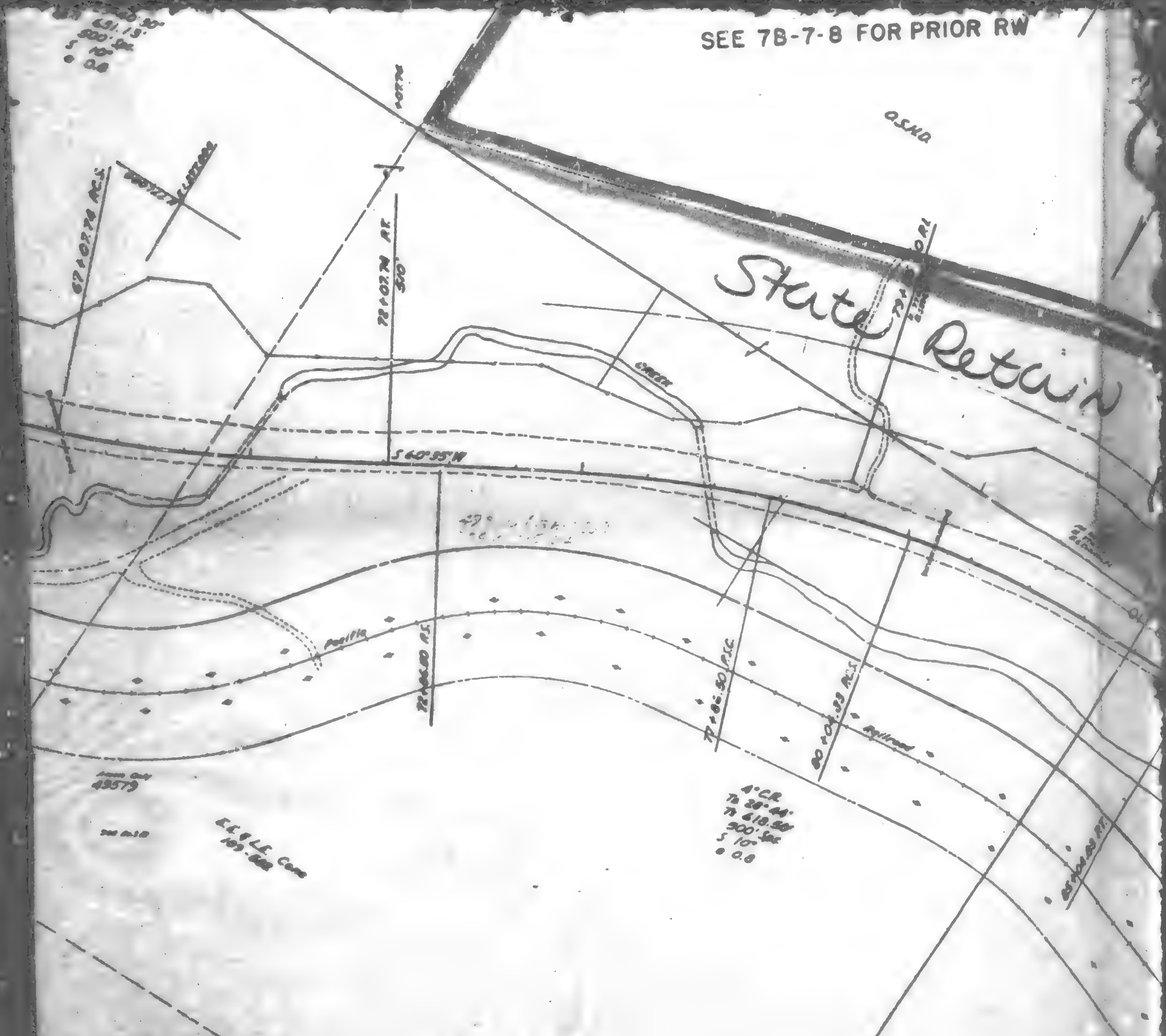

ada to
eyerhauser
37 acres
PRIOR RW

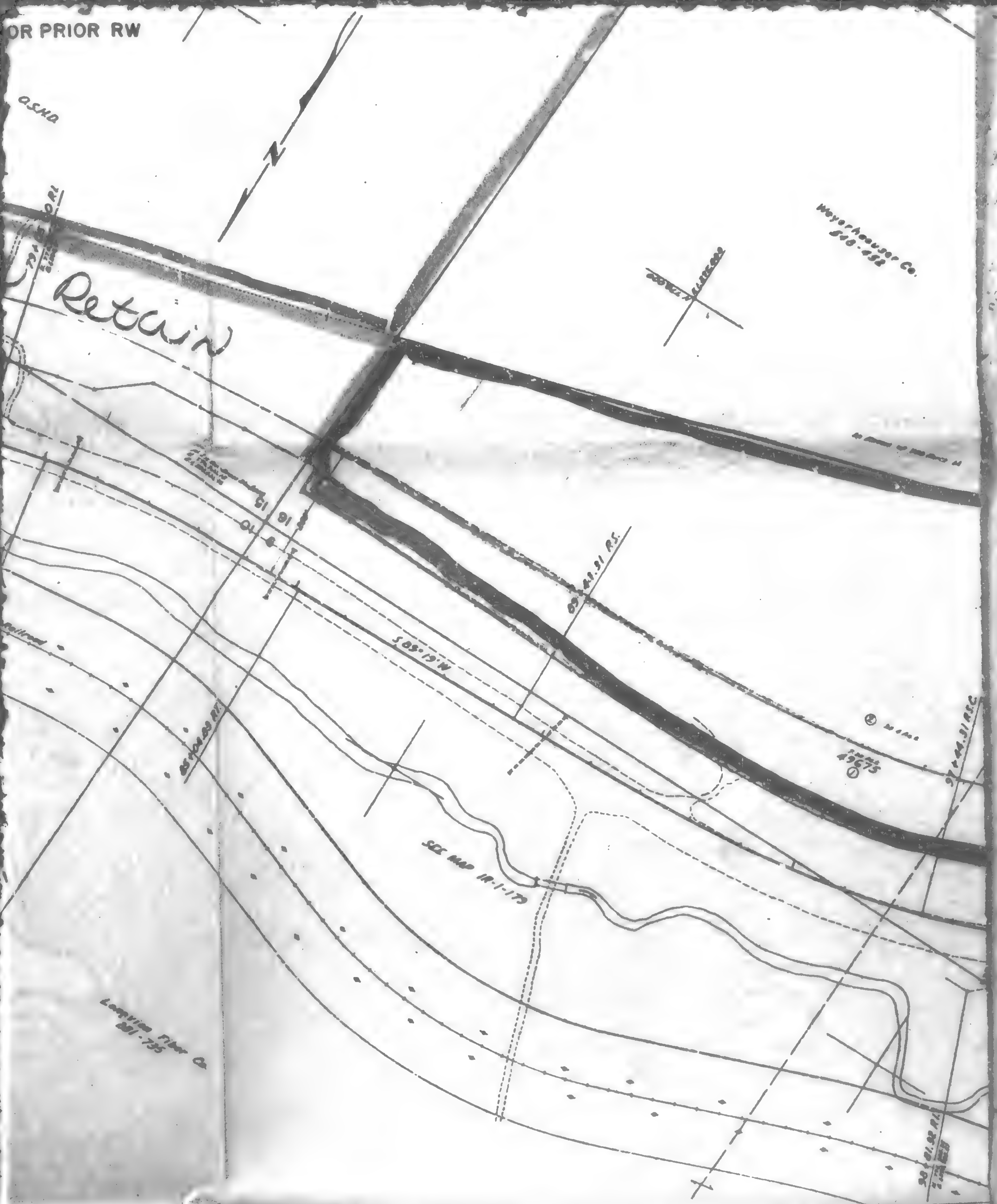

61.60 RCS
100
7+61.60 RT.
100
100'
100'
15

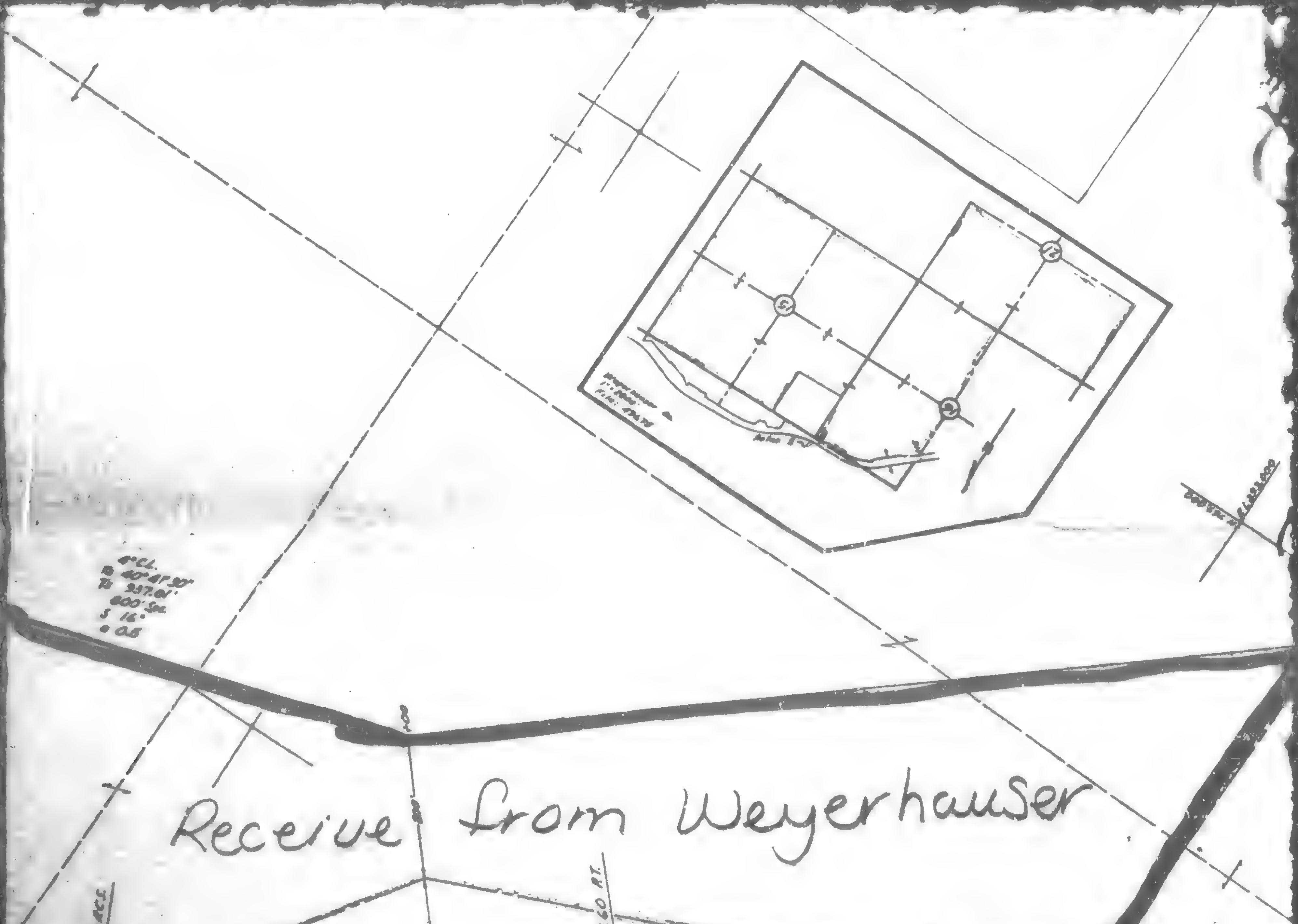
Receive from Weyerhauser


T.21S., R.4W., W.M.
9B-14-23
21
16
SEE 7B-7-8 FOR PRIOR RW
16
4°C.L.
Δ 27°18'
T 539.57
500' Sp.
S 10°
e 0.08
O.S.H.D.
S 21°13'50" W
125+81.5

SEE 7B-7-8 FOR PRIOR RW


O.S.H.D.
State Retain
67+07.76 P.C.S.
72+07.74 P.T.
300'
S 60°35'W
Creek
Pacific
72+08.80 P.S.
77+86.50 P.S.C.
80+04.33 P.C.S.
Railroad
85+04.33 P.T.
4°C.R.
Δ 38°44'
T 618.58
500' Sps.
S 10°
e 0.8
43579
E.E.&L.E. Corp
109-568
Longview Fiber Co.
281-735


OR PRIOR RW
N
Retain
Weyerhaeuser Co.
510-252
S 05°19'W
89+41.91 P.S.
85+04.83 P.T.
SEE MAP 1R-1-173
47675
97+44.91 P.S.C.
Railroad
Longview Fibre Co.
881-735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e 0.5
Receive from Weyerhauser
7+61.60 RT.
S 40°37'30" W

91
4°C.L.
Δ 27°16'
T 532.37'
Ts 500' Spi.
S 10°
e 0.08
O.S.H.D.
119 + 26.02 P.I.
123 + 36.82 P.S.C.
125 + 09.32 P.C.S.
130 + 75.60 ...
S 21°13'30" E
133 + 81.9
Pacific
124 + 26.70 P.I.
N 769,085.64
E 1,291,921.13
130 + 38.60 P.O.T. ...
130 + 81.30 P.S. ...
49676
Longview Fibre Co.
Poss

9035

March 23, 1978

Douglas County Board of Commissioners
Courthouse
Roseburg, OR 97470

Attention: Doris L. Wadsworth
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 426," adopted by the Transportation Commission on February 22, 1978, covering the Martin Creek-Comstock Section of the Pacific Highway in Lane and Douglas Counties.

Also attached is a survey approval map.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

7037

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 1-5

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 22, 1978

FROM: Dora Folsom
Right of Way Agent

TO: Milner Mead
Appraisal Supervisor

SUBJECT: Re: File No: 49671
Section: Divide-Anlauf
Highway: Pacific
County: Douglas

Enclosed are three sketches showing the existing fences (Exhibit A), the proposed fencing (Exhibit B), and the reviewed fencing (Exhibit C) proposal.

Mr. Johnson presently has his homesite area enclosed by a fence. This way the cattle keep the grass grazed down without being in his yard or escaping. The sketch showing the proposed fencing (Exhibit B) puts him in the most similar after situation. The fencing would exclude the cattle from the homesite and a cattle guard on the frontage road would keep the cattle within the pasture area. The proposed guard would be in the area of the shed at Eng. Sta. "WB" 25+00.

The fencing allowed by the review (Exhibit C) would take advantage of the existing fencing on the Northerly side of the frontage road and extend it northwesterly to Mr. Johnson's property boundary. This would involve relocating a portion of the southerly end to the new right of way line.

The appraisal doesn't allow any compensation for the fencing that is within the right of way or any that may be disturb by the easement areas (See Exhibit A). By fencing the entire northerly side of the right of way (Exhibit C) we are denying him use of the land on the southern side of the frontage road because it makes no allowances for keeping the cattle in. Mr. Johnson uses the cattle to keep the grass down so it will not become a fire hazard during the dry months.

If we fenced both sides of the frontage road, it would cost approximately $2,060, plus two gates. If we built new fencing, a cattle guard and relocate the existing fence to the new right of way line as shown on the Exhibit B sketch, it would cost approximately $1,500. Also, we would be putting Mr. Johnson in a similar situation with the least damage. Mr. Johnson is 79, he would be unable to do the fencing. He also would be unable to maintain the grass on the south side of the frontage road in a safe manner, if the cattle couldn't graze there.

DF:maw

REFERRED TO
Beard
Staudenmeyer
✓ Cole WEC
Sample
Eriksen
Watson
Hager
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Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
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SEP 20 1979
ROAD DESIGN SECTION

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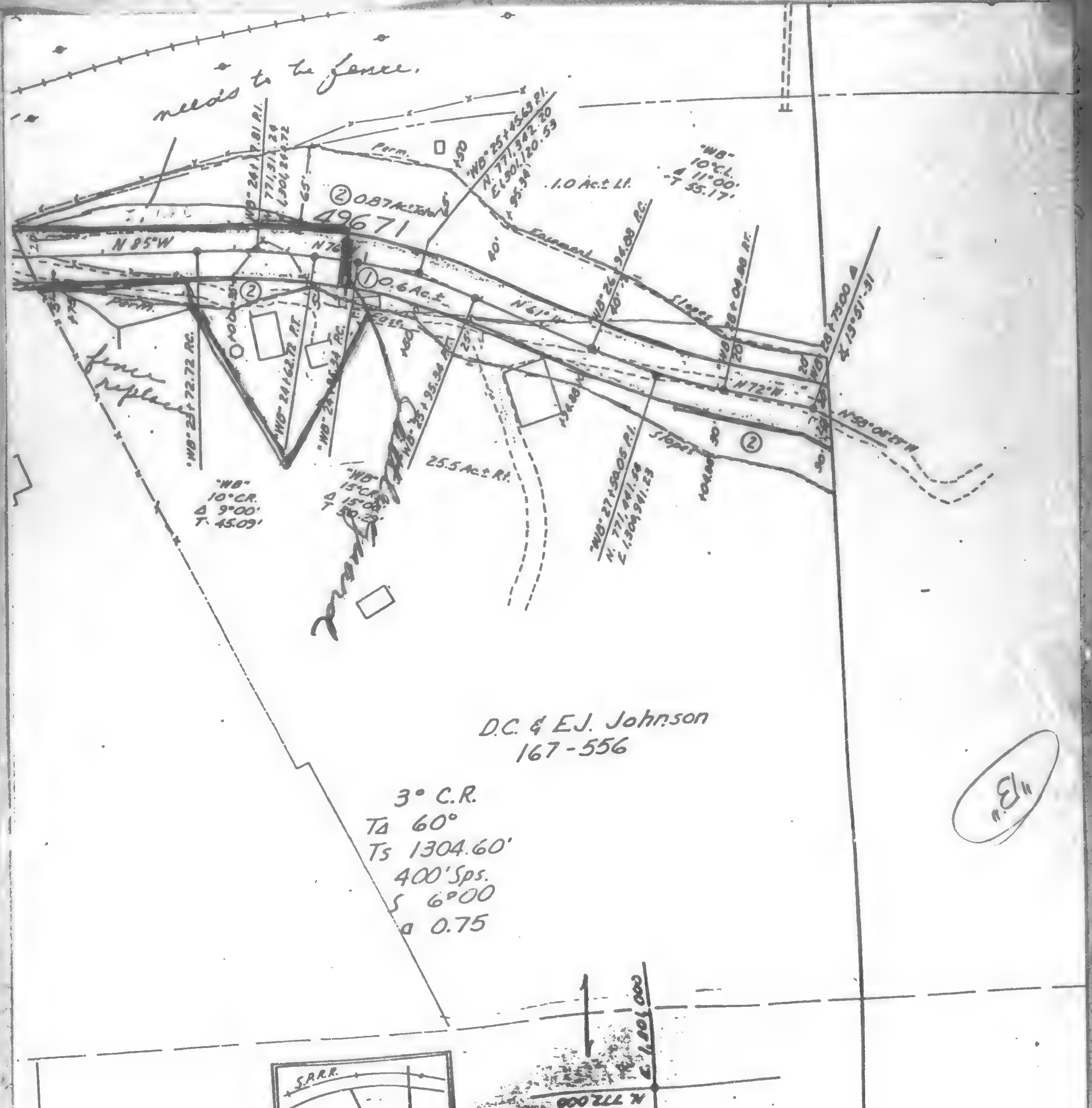
needs to be fence.
fence replaced
Cattleguard
49671
② 0.87 Ac.± Total
① 0.6 Ac.±
②
N 85° W
N 76° W
N 61° W
N 72° W
N 58°08'28" W
Perm.
Easement
Slopes
"WB" 25+45.63 P.I.
N. 771,342.20
E. 1,301,120.53
95.34
1.0 Ac.± Lt.
"WB" 10° C.L.
Δ 11°00'
T 55.17'
"WB" 24+17.81 P.I.
771,311.24
1,304,244.72
65'
40'
"WB" 26+94.08 P.C.
"WB" 28+04.88 P.T.
"WB" 28+75.00
& 13°51'31"
"WB" 23+72.72 P.C.
"WB" 24+62.72 P.T.
"WB" 24+95.34 P.C.
"WB" 25+95.34 P.T.
25.5 Ac.± Rt.
"WB" 27+58.05 P.I.
N. 771,441.58
E. 1,304,941.23
"WB" 10° C.R. Δ 9°00' T. 45.09'
"WB" 15° C.R. Δ 15°00' T. 50.29'
D.C. & E.J. Johnson
167-556
3° C.R.
TΔ 60°
Ts 1304.60'
400' Sps.
S 6°00
a 0.75
"B"
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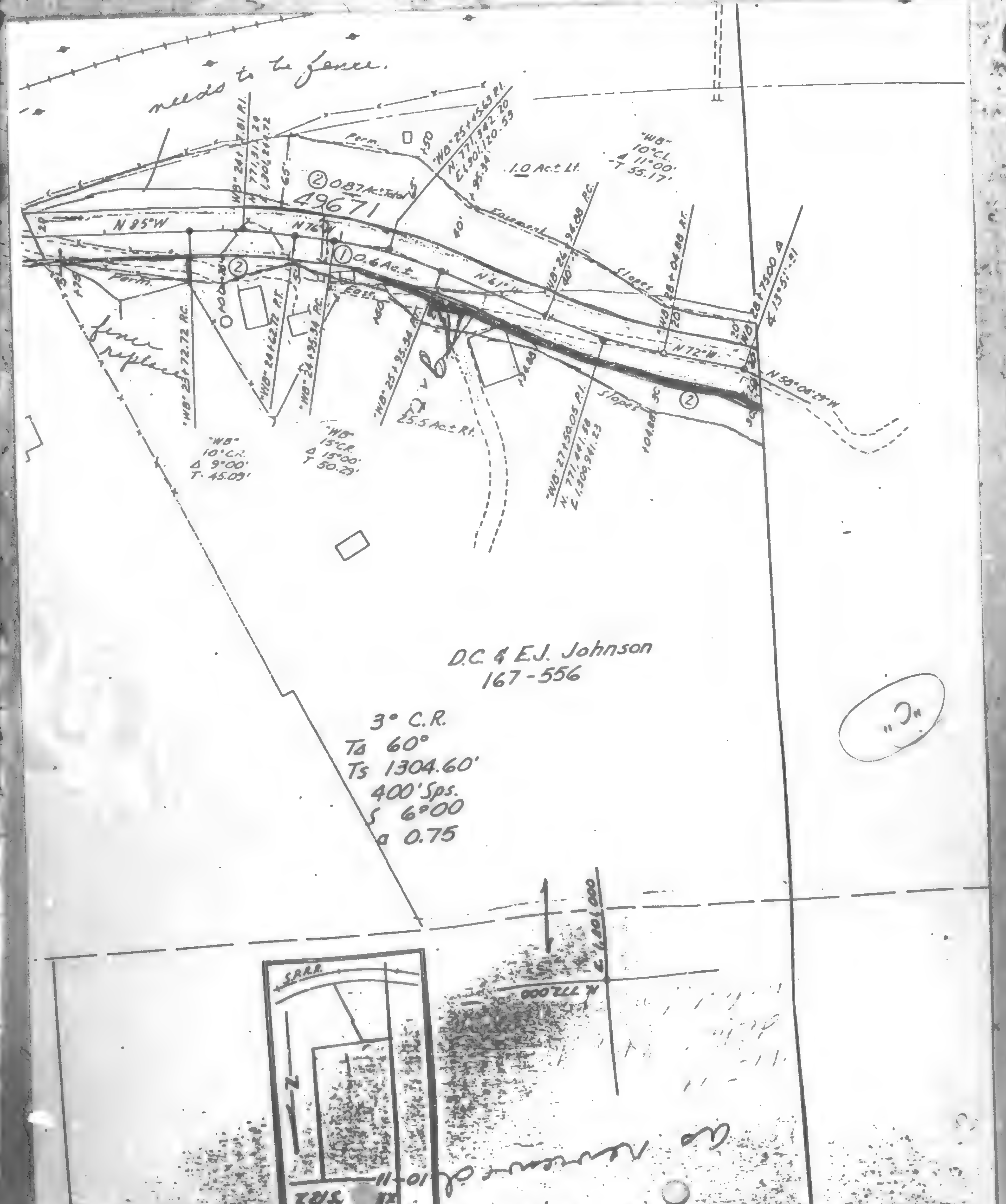
E 1,801,000
S.P.R.R.
10-11
HC Wants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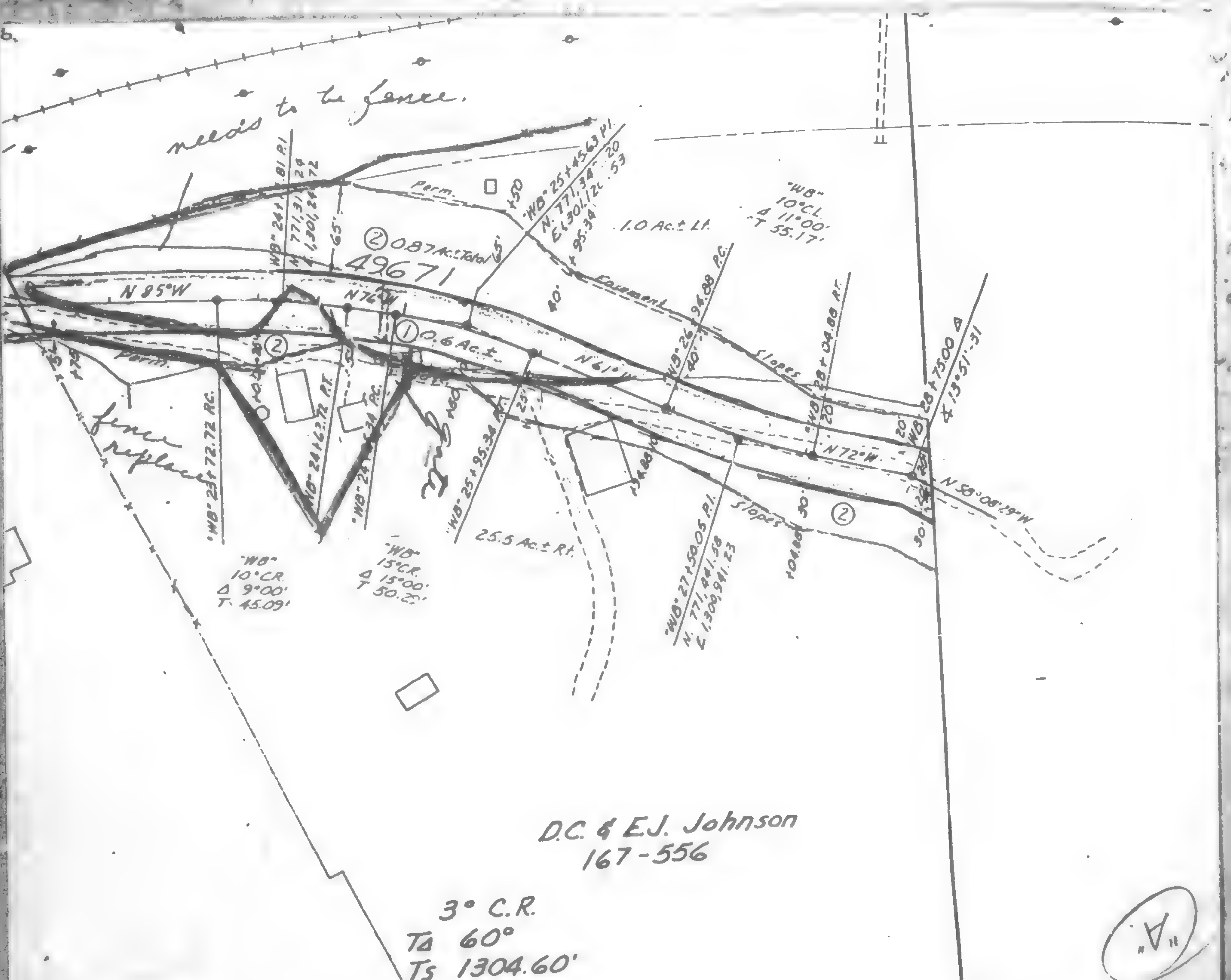
25.5 Ac.± Rt.
"WB" 24+17.81 P.I. N 771,311.29 E 1,301,814.72
"WB" 25+45.63 P.I. N 771,342.20 E 1,301,120.55
"WB" 23+72.72 P.C.
"WB" 24+62.72 P.T.
"WB" 24+95.34 P.C.
"WB" 25+95.34 P.T.
"WB" 26+94.88 P.C.
"WB" 28+04.88 P.T.
"WB" 27+50.05 P.I. N 771,441.58 E 1,300,941.23
"WB" 28+75.00 Δ 13°51'31"
"WB" 10° C.R. Δ 9°00' T 45.09'
"WB" 15° C.R. Δ 15°00' T 50.29'
"WB" 10° C.L. Δ 11°00' T 55.17'
65'
40'
20
D.C. & E.J. Johnson
167-556
3° C.R.
TΔ 60°
Ts 1304.60'
400' Sps.
S 6°00
a 0.75
"C"
S.R.R.
N 772,000
E 1,801,000
10-11


needs to be fence.
fence replace
gate
49671
② 0.87 Ac.± Total
① 0.6 Ac.±
②
Perm.
Easement
Slopes
N 85°W
N 76°W
N 61°W
N 72°W
N 58°08'29"W
"WB" 23+72.72 P.C.
"WB" 24+16.81 P.I.
N. 771,31
E 1,301,24
"WB" 24+62.72 P.T.
"WB" 24+…34 P.C.
"WB" 25+45.63 P.I.
N. 771,34_.20
E 1,301,12_.53
"WB" 25+95.34 P.T.
"WB" 26+94.88 P.C.
"WB" 27+50.05 P.I.
N. 771,441.58
E 1,300,941.23
"WB" 28+04.88 P.T.
"WB" 28+75.00 Δ
℄ 13°51'31"
+50
+95.34
+04.88
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65'
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30
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25.5 Ac.± Rt.
"WB" 10°C.R. Δ 9°00' T. 45.09'
"WB" 15°C.R. Δ 15°00' T 50.25'
"WB" 10°C.L. Δ 11°00' T 55.17'
D.C. & E.J. Johnson
167-556
3° C.R.
TΔ 60°
Ts 1304.60'
400' Sps.
S 6°00
a 0.75
"A"
N 771,000
E 1,301,000
S.A.R.R.
11-01

9037

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~ROW 18-2~~

March 14, 1978
Salem OR. 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

BUILDING

SUBJECT: Pipeline Agreement
Martin Cr.-Comstock Section
Pacific Highway
Douglas County
R/W File 49800
ODOT Agreement No. RR[redacted]

Attached is a fully executed copy of an indenture covering the installation of two culverts on the subject project.

RAILROAD CONTRACT
FILE No. 919

RDT:de
attc.
cc: G. L. Green-w/copy agreement
J. L. Sollis
J. B. Boyd-w/copy agreement
C. T. Keasey-w/copy agreement
V. E. Skoog-w/copy agreement
D. E. Swan-w/2 copies agreement
Alfred Shirley-w/2 copies agreement

G L Boyd 3-10-78
mar

NOTED
C. W. HEAD

3/17/78
noted in agree. book

'90637 1-5

Salem, Oregon
March 13, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Walter J. Hart
Bridge Engineer

Attention: Gordon Ballard
Supervising Design Engineer

Martin Cr.-Comstock Section and
Comstock-Anlauf Interchange Section
Pacific Highway
Lane and Douglas Counties

Temporary and Permanent
Illumination

Please review the subject projects for illumination requirements as follows:

MARTIN CREEK-COMSTOCK SECTION

I. Temporary illumination will be required for the life of the contract for the temporary "ON" and "OFF" ramps at Hawley Creek Road,, Station 1012+50, and the temporary "ON" and "OFF" ramps at Ward Butte Road, Station 19+29.

II. The need for permanent illumination should be reviewed for the Divide Interchange, Station 1039+63.

COMSTOCK-ANLAUF INTERCHANGE SECTION

I. Temporary illumination will be required from the Curtin Interchange through the Anlauf Interchange.

II. Permanent illumination should be reviewed for both of these interchanges.

Any information required is available in the Engineering Section.

DOC:ab
cc: L. K. Watson
W. E. Cole

✓ [illegible] ✓
Christensen
George
Olsen
Turpin
Sullivan
Scott
Savage

RECEIVED
MAR 14 1978
ENGINEERING SECTION

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9037 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 8, 1978

FROM: F. W. Yarbrough
Soils Engineer

TO: J. H. Versteeg
Head of Engineering

SUBJECT: Divide-Comstock
Comstock-Anlauf
Pacific Highway
Douglas County

FHWA Approval of
Soils Engineering

After you called me describing Tom Lowe's assertion that Chassie should still approve the soils engineering on the subject plans, I called Tom Lowe.

We reviewed what had been done and that Chassie had written his suggestions for modifications. I told Tom that the plans have been modified as Chassie suggested. This seemed to satisfy him.

I reminded Tom that Chassie has not reviewed the final analysis for the subexcavation at the railroad although he assisted in determining how part of it was made. Tom did not think he needed to review it further. I understand the soils engineering is approved for these two sections.

FWY:af

cc: Tom Lowe

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
3 Sullivan
Scott
Savage

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ENGINEERING SECTION

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REFERRED TO
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Dern
1 Cole
2 Sample
Watson
Eriksen
Leu
Hager
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BY FINAL DESIGN ENGINEER

Form FHWA 121 (Rev. 5-73) 9037

1-5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 2, 1978

In reply refer to: HB.3-OR

SUBJECT: Oregon Project No. I-5-3(-)163
Comstock-Anlauf Interchange
Funding CRCP

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Oregon Department of Transportation
Salem, Oregon

I concur with the method of funding the CRCP portion of this project as proposed in Mr. Swan's February 22, 1978 memorandum.

However, I am not able to give blanket approval of "I" funding of all other aspects of the project as proposed in the last sentence of said memorandum. As on all other projects of this type, approved safety work may be funded with "I" funds. However, certain types of structure work may require RRR or "F" funding.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer
G. L. Green

cc:
ODOT (D. E. Swan, Fed Aid Mgr)

Ver[illegible]

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ [✓ FAE] OPE ☐
MAR 3 1978
File: PM FA
TAA ________ LG CP

3-6-78
As per Hossner the structure work referred to that may require RRR or "F" funding is the deck repair work.
Doc

H

3835

Form FHWA 121 (Rev. 5-73) 9037

1-5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 24, 1978

In reply refer to: HBA-OR

SUBJECT: Oregon Project I-5-3(-)
Comstock-Anlauf Section
Pacific Highway
Douglas County

FROM : G. L. Green, Division Administrator

TO : Mr. J. H. Versteeg, Engineering
Oregon Department of Transportation
Salem, Oregon

We have reviewed the surfacing design submitted by your letter of February 10, 1978, and approve this CRPCC alternate.

The staging appears adequate as proposed, however, further review will be undertaken upon receipt of the preliminary plans.

G.K. Hassner
for G. L. Green

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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ENGINEERING SECTION

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✓ Watson KW
Lou
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BY FINAL DESIGN ENGINEER

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 13, 1978

FROM: J. H. Versteeg
Engineering

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Funding Request
Comstock-Anlauf Interchange Sec.
Pacific Highway
Douglas County

This section of I-5 from Station 197 to Station 265 is eligible for 1-1/2" open graded mix wearing course. The estimated cost of this 1-1/2" of Modified "C" wearing course is $194,000 of FAI funds. This open graded wearing course has an estimated design period of two years.

The estimated construction costs for an 8" CRCP or an 8" asphaltic concrete overlay on this section of I-5 is as follows:

Grading	$131,000
8" CRCP or AC Overlay	$765,000
TOTAL of the CRCP Alternate	$896,000

The design period for the CRCP alternate is 20 years. The AC alternate may be slightly less.

Submitted for your consideration is a proposal that we use either 3-R funds or Primary funds to provide a 20 year surfacing design period for this section of I-5. A cost summary of this proposal is as follows:

8" CRCP	$896,000
Less credit for FAI Open Graded Surfacing	-$194,000
Net Cost for the 20 Year Surfacing Design	$702,000

1-20-78

Discussed with Tom Lowe, he verbally agrees with our opinion that the $194,000 of FAI can be credited against the 20 yr. design. Swan will get offical clearance by letter from them Doc

JHV:jh

V

File

9037 I-5

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1978

TO G. L. Green Division Administrator
Federal Highway Administration

D Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Funding
Comstock-Anlauf Interchange
Project No. I-5-3(-)163

Your concurrence is requested in the funding proposal as outlined below for the subject project. To provide for a 20 year surface design life, at our May bid opening, we propose to receive bids on a 8-inch continuous reinforced concrete pavement project with a combination of Interstate and RRR funding.

This section of I-5 from Station 197 to Station 265 is eligible for 1-inch open graded mix wearing course. The estimated cost of this 1-inch of Modified "C" wearing course is $128,000 of FAI funds. This open graded wearing course has an estimated design life period of two years.

The estimated construction cost for an 8-inch CRCP surface on this section of I-5 is as follows.

Grading	$131,000
8" CRCP	765,000
TOTAL	$896,000

Our proposal to use RRR funds to provide a 20 year surface design period for this section with a credit of I-funds for the 1-inch open graded wearing course is as follows:

8" CRCP	$896,000
Less credit of I-funds for 1-inch open graded surfacing	$128,000
Net cost of RRR funds for CRCP on this section	$768,000

Balance of the structures, safety and associated work cost on this project to be funded from interstate funding.

Federal Highway Administration endorsement

Date____________________________________

I concur in the funding as proposed.

G. L. Green
Division Administrator

Arte
Paul - file copy
o.b.

DAR:dmc
cc: J. H. Versteeg

REFERRED TO
____Beard ____Dorn____
____Cole ____Semple____
____Erikson ____Watson SW
____Hager ____Leu____
[✓ Return] Discuss Do File Copy Due____
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen DC
____George
____Olson
____Terpin
3 Sullivan JWS
____Scott
____Savage

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FEB 23 1978
ENGINEERING SECTION

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7037 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 9, 1978

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Comstock-Anlauf
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 10 1978
ENGINEERING SECTION

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I discussed the following items with Jim Gix by phone on Tuesday.

The access to the Rattlesnake quarry crosses private property and state property. Since this is an operating quarry and the State is a partner with the private owner in this access road, no permits are required for the use of this road. There is a locked gate on the road and the contractor will be required to keep it locked when the road is not in use.

The average width of the road is approximately 20 to 22 feet. Some widening may be required to provide adequate width on the curves. The contractor will be required to maintain the roadway during its use. It must be left in good condition upon the completion of the project.

Adequate room is available on the existing terraces for plant set up and stockpiling of rejects.

The quarry will require some clearing and grubbing and overburden removal. This will be shown in the development plans.

Existing aggregate stockpiled at the site, may be used by the contractor but must be replaced before the completion of the project.

Jim Gix will contact Douglas and Lane county officials and review their requirements for burning.

The area that was obtained for a plant set up and stockpile site in the Anlauf Interchange, is zoned commercial. No plan has been presented before the County Planning Commission. Since adequate room is available in Rattlesnake Quarry, and two to three months are required to obtain a permit, this area will not be designated as a plant set up area. It will be available to the contractor for shops, storage, etc. Mr. Gix will review this type of use with the County.

Adequate water should be available from Pass Creek for contractor's use. During late summer, the water level may be too low and other sources may have to be obtained.

LKW:ab
cc: C. T. Keasey
Norman Mann
A. Shirley, Jr.
W. E. Cole
Jack Sullivan
L. K. Watson

REFERRED TO
Beard
Cole
Eriksen
Hager
Dorn
Sample
✓ Watson
Luu
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

2-21-78
Discuss water availability in Pass Cr. with Specs. Need to word such that Contractor is aware that this is not a guaranteed source.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 14, 1978

Duane J. Christensen

FROM: Duane J. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Comstock-Anlauf Interchange
Pacific Highway
Douglas County

Bear Creek Bridge Deck
Repair and Traffic Control

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NOTED
E. S. HUNTER

Traffic staging during the deck repair and structural overlay of the Bear Creek Bridge was discussed with FHWA representatives on February 1, 1978. To provide for the safety and the lease amount of disruption to the traveling public it was agreed that the Bear Creek Bridge should be both widened and raised.

This bridge is 200 feet long with a roadway width of about 63 feet. During the time of the deck repair and structural overlay work only 27 feet would be available for both directions of traffic on the existing deck width. After the necessary traffic barriers are included there would be width for two opposing travel lanes of 12.5 feet each. The ADT of this section is approximately 14,000 which includes 14 foot wide mobile homes and a large number of trucks. Therefore, 12.5 foot lanes are untenable. It is possible to widen the bridge to provide for 12 foot shoulders thereby providing 15 foot minimum travel lanes during construction. This also provides an additional safety feature of full width roadway shoulders over the bridge when completed. It was therefore agreed that the bridge should be widened.

The project will have an 8 inch Portland Cement Concrete overlay. This overlay will need to match the bridge deck by one of two possible ways:

1. Digging out at the bridge ends

2. Raise the bridge

The digging out alternative would call for excavation of 200 feet of the existing roadway at each end of the bridge. The grade of the Bear Creek County road under the bridge would have to be lowered due to inadequate vertical clearance of 14'-1/2". Widening the bridge further reduces this clearance. Also, during the construction of the bridge widening the vertical clearance would be impaired by the falsework. This portion of the Bear Creek Road is part of the Curtin Interchange which provides for the traveling public an access for fuel, restraurants, and a rest stop. Truckers in particular make use of these services. This interchange and road will be used as a detour for the Umpqua Highway traffic during one stage of the construction of the Anlauf Interchange. The duration of this detour will be for approximately one year. Adequate vertical clearance is therefore needed under this bridge.

There are several problems connected with lowering the grade of the county road under the bridge:

1. There would be an increased hazard due to the flooding of Bear Creek which is adjacent to the road.

2. The existing slopes under the bridge are on a 1-1/2:1 slope. The slopes would need to be steepened or a retaining wall constructed.

3. A roll would be introduced to the grade of the county road.

The cost of digging out at the bridge ends and lowering the grade underneath is estimated to be $106,500.

The other way to match the Portland Cement Concrete overlay to the bridge deck and to also provide for adequate vertical clearance under the bridge is to raise the bridge. The cost of raising the bridge so that 15.5 feet of clearance is obtained is estimated to be $133,800.

Raising the bridge is simpler, less disruptive to the traveling public, and without some of the problems created by digging out at bridge ends and lowering the county road grade. It was therefore agreed to raise the bridge.

The following people were present at the meeting:

Duane O. Christensen, Final Design Engineer
Lyle K. Watson, Design Engineer Supervisor
T. P. Lowe, FHWA
R. W. Pillsbury, FHWA
N. E. Mann, Senior Designer

NEM:ab
cc: E. S. Hunter
W. J. Hart
T. P. Lowe, FHWA
R. W. Pillsbur, FHWA
L. K. Watson
Alfred Shirley, Jr.

9037

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_____Beard_____ _____Dorn_____
1 Cole JWC _____Sample_____
_____Eriksen_____ _____Watson_____
_____Hager_____ _____Lau_____
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BY FINAL DESIGN ENGINEER

The Reinforced Earth Company
1414 Twenty-second Street NW Washington DC 20037

telephone: 202 / 223-3434
telex: 89400 REEARTH WSH

Western District (916) 441-8550
555 Capitol Mall, Suite 757
Sacramento, CA 95814

Other Offices Atlanta, GA;
Bellevue (Seattle), WA; Boulder, CO

Reply to: Western District

Art file copy

February 13, 1978

Reference: Martin Creek-Comstock
R. E. No. 439

_____Versteeg_____
1 Christensen DAC
_____George_____
_____Olson_____
_____Turpin_____
2 Sullivan SMS
_____Scott_____
_____Savage_____

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ENGINEERING SECTION

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Mr. Duane Christensen
Oregon State Highway Department
Design Section
222 State Highway Building
Salem, OR 97310

Dear Mr. Christensen:

As discussed by telephone this morning, we have received your corrected plans for the above referenced project and are proceeding with revisions which should be completed by February 24, 1978 as requested in your cover letter. Please find enclosed sample specifications for the new reinforcing strips as taken from another State Highway project on the Blue Ridge Parkway in West Virginia.

With regard to the green or buff color to be added to the panels, this will not affect the drawings, but would be included as a revision to the project specifications. I am in the process of obtaining cost data from similar projects recently completed which I will forward in the near future. In the meantime, the following criteria can be used as a general quide in determining additional costs for alternative architectural treatments of the facing panels:

1.) Sandblasting. Removes "glare" due to steel form finish, i.e. softens the appearance. Can best be done after wall is erected by use of scaffolding.

Average Costs	$.50/sq. ft.

2.) Color. Non-organic coloring compounds which do not retard the set of the concrete added to the cement in quantities up to 2% by weight can produce excellent light earth tones.

Average Cost	$.75/sq. ft.

Organic and other coloring agents such as carbon black have an effect on the set of the concrete and must be used in heavier quantities. They can produce interesting deep tones in a variety of color at an average cost of $1.50/sq. ft.

3.) Colored cement wash treatment. A grout-like mixture that can be sprayed on an erected wall surface somewhat like paint, it adheres and forms a relatively smooth surface, following contours of the panel (i.e. doesn't conceal joints) can be prepared in a variety of colors - whites and pastels usually used. Could be a maintenance headache in urban area.

Average Cost	$.40/sq. ft.

4.) Form liners. A large variety of finishes can be achieved by use of form liners. The cost varies with the number of re-uses possible and the depth of relief on the liner. A simple treatment such as simulated exposed aggregate used by the Idaho Highway Department costs about:

Average Cost	$.75/sq. ft.

5.) Exposed Aggregate. This is done by applying a retarder to the bottom of the form. After initial set, the panel is picked up, placed vertical and sprayed to expose the aggregate. This extra step in the casting process is fairly expensive, but an attractive low-maintenance surface is achieved.

Average Cost	$2.00/sq. ft.

6.) Brick or Masonry Veneer. Perhaps the most attractive and most expensive treatment. I won't attempt to estimate a cost for this since there are so many variables. A finished stone masonry veneer was used with a Reinforced Earth wall at the Washington National Zoo.

7.) Combinations. Many combinations are possible such as Color and Sandblasting (done at Vail, Colorado, I-70), Exposed Aggregate and Form Projections (used by four approach walls at the Tolt River Bridge near Seattle, Washington by the Washington State Highway Department), Form liners and Sandblasting, etc. Usually costs are cumulative.

8.) No Treatment. A standard Reinforced Earth wall with a smooth steel form finish is not at all unattractive. Many urban applications have had no special surface treatments without loss of aesthetics. If economy is a highly important consideration, I would recommend against an expensive finish.

I look forward to seeing you again in the near future and look forward to working with you further on this project.

Very truly yours,

O. R. MacIntosh

O. R. MacIntosh
Vice President-Western Division

reinforced earth™

Reinforcing and Tie Strips

Tie strips shall be shop-fabricated of galvanized steel conforming to the minimum requirements of ASTM A-446 Grade A. Galvanization shall conform to the minimum requirements of ASTM A-529 Class G-115. Reinforcing strips shall be hot rolled from bars to the required shape and dimensions.

Their physical and mechanical properties shall conform to European grade E-24-1. They shall be hot dipped galvanized in accordance with ASTM-A-123.

They shall be cut to length and tolerances shown on the plans. Holes for bolts shall be punched in the locations shown.

All reinforcing and tie strips shall be carefully inspected to insure they are true to size and free from defects that may impair their strength and durability.

9037 1-5

February 9, 1978

R. M. Mattox
Vibroflotation Company, Inc.
P. O. Box 476
Fairhope, Alabama 36532

Dear Mr. Mattox:

Re: Martin Creek-Comstock
Pacific Highway
Douglas County
Railroad Overcrossing at
B^{2}1036

As Fred Yarbrough has already told you by telephone we have now concluded that we can strengthen the foundation at the subject location by subexcavation and rock backfill and will not need rock columns as we indicated in our letter of inquiry to you on January 16.

We appreciate very much your consideration of our problem and your advice about the extent and probably cost of the work we were contemplating.

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

FY:ab

✓ Versteeg ✓
Christensen
George
Olsen
Turpin
Sullivan
Scott
Savage

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George
Olson
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Scott
Savage

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February 8, 1978

Mr. Longine Wojciechowski
Chief Designer
The Reinforced Earth Company
1414 22nd Street N.W.
Washington D.C. 20037

Dear Mr. Wojciechowski:

Re: Martin Creek-Comstock Section
Pacific Highway
Douglas County
Reinforced Earth Retaining Walls

Enclosed please find your preliminary plans for the proposed walls on the subject project.

Oliver MacIntosh was in our design office January 30, 1978, and requested that any revisions, additions or deletions be so noted in red pencil and returned to you for the final preparation of contract plans. We are also sending another set to Oliver for his review. Please note that walls No. 1 and 5 have been deleted, wall No. 2 has been reduced 214' and a new wall added on the right, Sta. 76+90 to Sta. 77+75 (85 Lin. Ft.).

We would appreciate the final plans (on Myler sheets) and estimates by February 24 as this project is to be let in April and time is a major factor.

If you have any questions regarding our comments, please call Mr. W. E. Cole (503/378-6558).

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

WEC:ab
cc: Mr. Oliver MacIntosh
Vice President--Western Division
The Reinforced Earth Company
Downtown Plaza Towers, Suite 757
555 Capitol Mall
Sacramento, CA 95814

9037

STATE OF OREG

INTERO CE MEMO

1-5

TO: Carl Vistica
Traffic Data Engineer

DATE: February 7, 1978

FROM: Dwayne K. Hofstetter
Traffic Control Engineer

SUBJECT: Collision Diagram
Pacific Highway
Curtin Interchange

Comstock - Anlauf Sech

___ Versteeg ___
___ Christensen ___
___ George ___
I Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Savage ___

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Would you please prepare a collision diagram for Don Stoudenmeyer covering a period of 3 plus years for the section shown on the attached plan.

Don did not request a specific target date, so schedule it with other routine requests which you are working on.

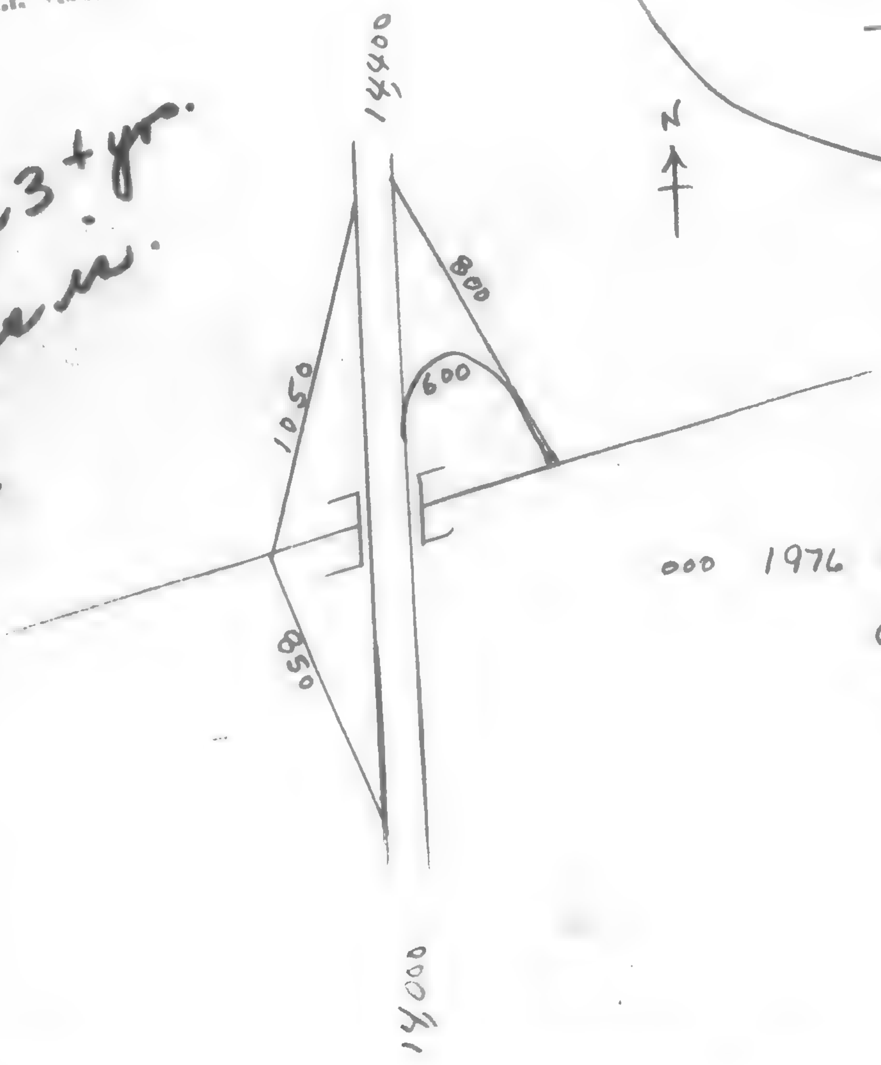
I5
0-ACC.
conn. #1
CMP. 163.50
- CMP 163.71

DKH:rah

2/3/76
C.I. VISTICA

Attachment

2-21-78
No accidents for 3+ yrs.
Leave design as is.



000 1976 ADT

CIV
2/13/78

81-125-1387

L

Ex'ting R/W
100
125'

Accident loc
3 + q

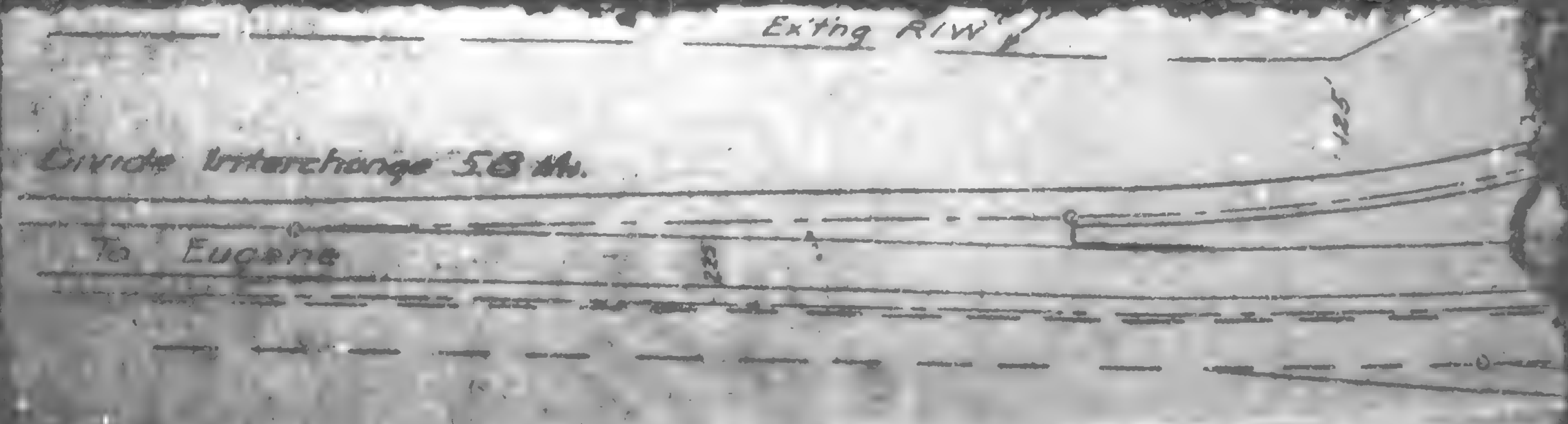
450
Proposed R/W
440
24' Taper
12'
6'

... in red area
Staudenmayer

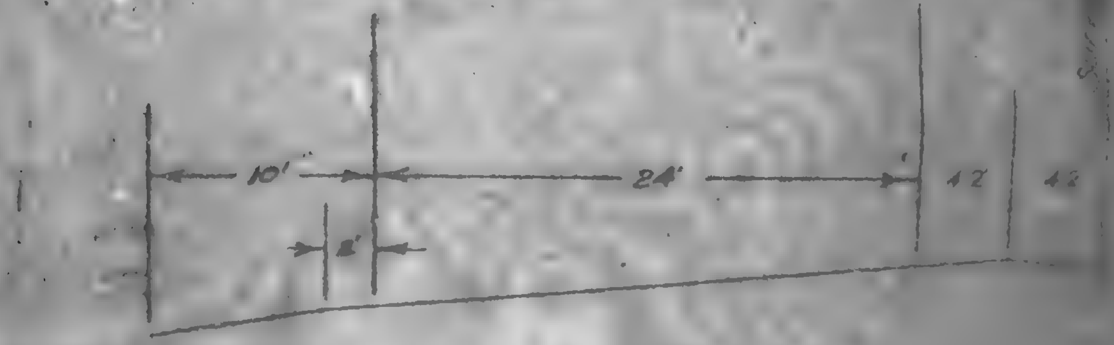
Bridge
CREEK
Proposed Structure Widening

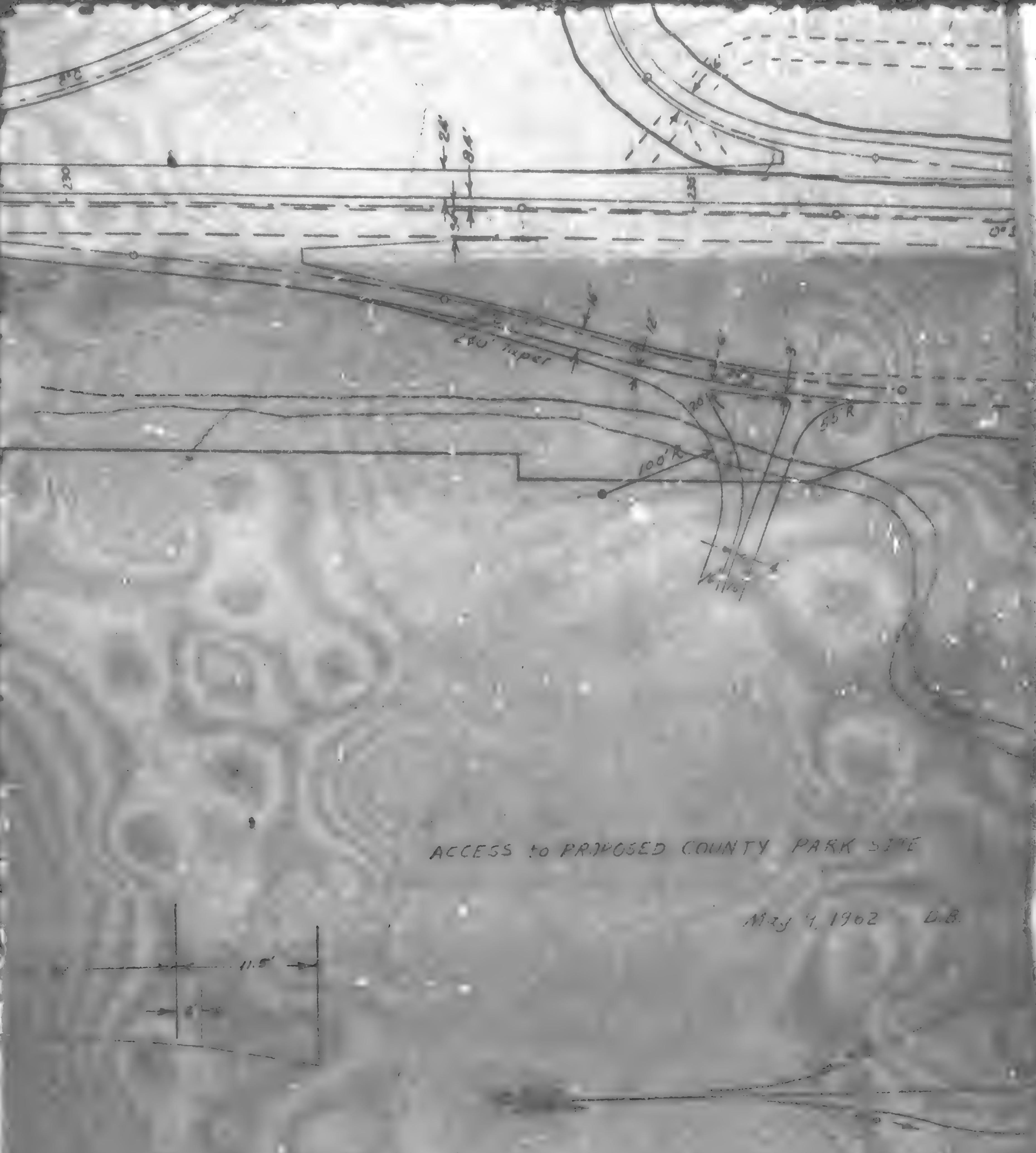
DIVIDE - ANLAUF SE[illegible] PACIFIC HIGHWAY DOUGLAS CO[illegible]				SHEET No.
FED. ROAD Div. No.	STATE	[illegible]T [illegible]ER	FISCAL YEAR	[illegible] SHEETS
8	OREGON			

Standard Interchange Layout Sheet


Ex'tng R/W
125'
Divide Interchange 5.8 Mi.
To Eugene
125'

Ex'tng R/

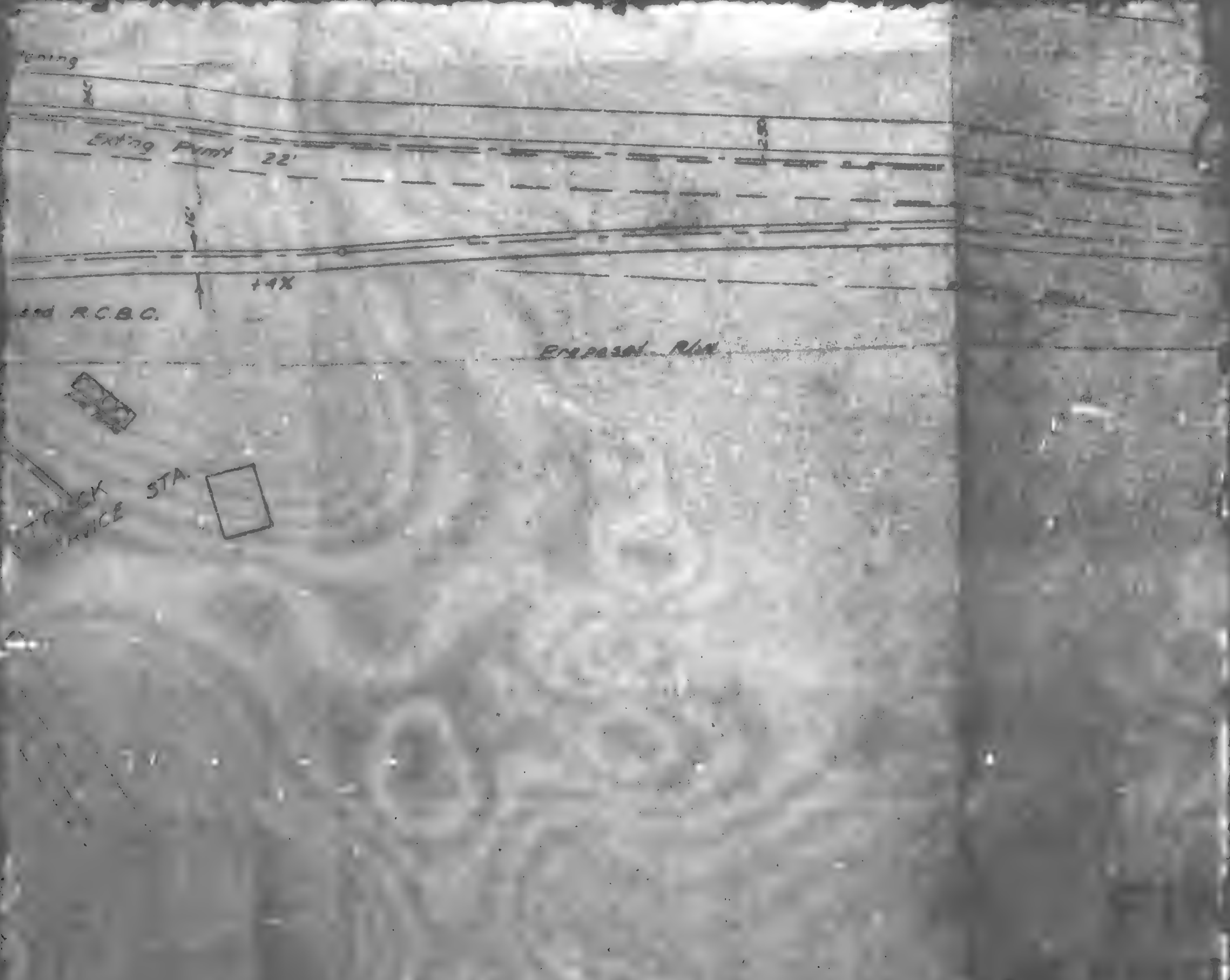



24'
84'
230
25
280' taper
12
20
3
100'R
55'R
11.5'

ACCESS to PROPOSED COUNTY PARK SITE

May 4, 1962 D.B.

Plank Brid
BEAR CREEK
Proposed Structure Widening
Ex'ing
Proposed R.C.B.C.
RESTAURANT
TRUCK
SERVICE ST


pening
Exting Pvmt 22'
16'
+4%
and R.C.B.C.
Proposed R/W
TRUCK SERVICE STA.
SCALE 1"=100'
Rev
6 V-6-3

To Roseburg
Anlauf Interchange
Existing R/W
Proposed R/W
existing R/W

SCALE 1"=100'

FINAL

NOT SUBJECT TO CHANGE

CURTIN INTERCHANGE

PACIFIC HIGHWAY MILE POST 124.96

Date 4/11/58 Signature C. Jones

		Resider
		Divis
5/6/58		Traffic En
5/1/58	Minchart	Bridge Engineer
5-8-58		Construction Eng'r.
5/7/58		Dep. Highway Eng'r.
5/20/58	E. A. Cowles	U. S. B. P. R.

R/W 7/1/58 CGP

4037

DATE: February 2, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

The surveys have been completed on the following projects:

> Martin Creek-Comstock Section
> Pacific Hwy., Lane & Douglas Counties
> (Note: A portion of the Goshen-Divide Hwy. and its connections to the Pacific Hwy. are being relocated.)
>
> N. Unit, Condon-30 Mile Creek Section
> John Day Hwy., Gilliam County
> (Note: This survey supersedes the northerly part of the former Condon-30 Mile Creek survey approved by the Commission May 4, 1971 as Resolution No. 394.)

In order that the records be clear as to the official location of these facilities, your approval of the attached survey approval maps is requested. The work has been accomplished consistent with the governing regulations.

This matter will be on the Consent Calendar for your February 22 meeting.

Att.

BLG:ljt ia

bc R. A. Burco
C. W. Head
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Alfred Shirley, Jr.
Region 4
George Bell

9037

I-5

February 1, 1978

Dept. of Fish and Wildlife
506 SW Mill Street
Portland, OR 97201

Attention: Jim Lauman

Dear Jim:

Re: Martin Cr.-Comstock Section
Pacific Highway
Douglas County

Your letter of December 23, 1977, prompted us to again review the highway/stream relationships on this project and to meet with you on January 30, 1978.

During the meeting it was explained why it is necessary to improve this section of highway. The highway in its present condition is failing structurally and requires extensive rebuilding to provide a design capable of carrying the vehicular and truck traffic it will be subjected to over the next 20 years. The accident ratio is presently higher than the statewide average and can be expected to increase with the rise in traffic if the section is not substantially improved.

We are faced with a public obligation to improve a portion of the Interstate Highway System and any such improvement must be done to Federal and State Safety Standards. The safety standards and requirements have been developed nationally and are based on extensive safety research studies of traffic operations.

While the reduced national speed limit was aimed at energy conservation the reduced speed and the installation of the temporary concrete divider along this stretch of I-5 have made it some safer. These measures alone do not satisfy the safety requirements of an Interstate highway to provide a safe highway for public use. This stretch of road is particularly hard to improve because of its location in a restricted area along with the stream, a railroad and several landslide areas.

We have re-analyzed each area of stream involvement to reduce the stream impacts. By the use of gabion, bin or reinforced earth retaining walls we can eliminate some of the originally proposed channel change and greatly reduce the amount of channel carried in culverts. As we discussed, there is also some additional benefit from the use of these walls in addition to a reduction of the impact to the stream.

By letter of December 23, 1977, you had requested the Highway Division fund a program to analyze fish compensatory measures if the highway project did proceed. In the meeting of January 30, 1978, this request was modified because it was felt this area of stream was not of high enough value to justify a detailed study. In lieu of the requested study we will do a modest environmental type study primarily aimed at design and construction practices and problems. The study could be a report compiled from before and after observations and pictures, measures applied to revegetate exposed earth surfaces, measures used to control erosion and stream pollution. Mr. Peter Dykman of our Environmental Section indicated they would pursue your suggestion.

We appreciate you meeting with us once again to discuss this project. Your input is a great help to us in reducing the impact to the stream environment. We will look forward to additional input from your department through the Division of State Lands permit process on matters of timing, erosion control, landscaping, etc.

If you have any further comments or recommendations, please do not hesitate to contact us.

Very truly yours,

J. H. Versteeg
Engineering
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Office Engineer

DLT:jh
cc: Gary Potter
George Wills

1-5

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, PORTLAND, OREGON 97208

December 23, 1977

Mr. Don Trout
Oregon State Highway Division
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Martin Creek-Comstock Section
Pacific Highway
Douglas County

Dear Don:

The Department of Fish and Wildlife has reviewed the recently submitted plans for the above-listed project and offer the following comments for consideration.

The department believes the project will greatly reduce the aquatic production capability of Pass Creek. It would change a 6,200 linear foot section of stream of which 8% is currently in culverts into a 6,200 foot reach with 20% in culverts and 56% with major channel modification. In addition, 75% of the stream length planned for channel alteration would receive riprap bank treatment. These modifications of a stream combined with vegetative removal and short and long-term impacts on water quality through erosion and sedimentation could only lower aquatic production.

We have worked on this project with Highway Division staff for some time and have found them most cooperative in attempting to resolve highway-fishery conflicts. The proposed plan does incorporate many of the concerns we have expressed at previous discussions. However, the basic issue that the Highway Division must face is that this project will have a significant impact on the stream. The department cannot support projects which significantly degrade aquatic productivity solely for the purpose of satisfying standards. Thus, we believe the need for the proposed improvement project should be fully analyzed in light of safety factors already obtained by the reduced speed limit and placement of concrete median barriers. If Highway determines that the proposed action is needed, we will not oppose the project or offer substantive revisions to the latest plans. We will, however, offer specific comments on timing of in-water work and request extensive temporary and permanent erosion control and landscaping programs.

1 Versteeg
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I would again like to request that if the project proceeds, the Highway Division fund a program to analyze the fish compensatory measures included within the project. Certainly, the information gained from analysis of their effectiveness will be of immense value in future highway project planning.

In summary, the Department of Fish and Wildlife appreciates the opportunity to be involved in the planning process for this project. We appreciate the cooperativeness of Highway Division staff in attempting to incorporate fishery considerations into the plan and if the decision is made to proceed we are available to provide assistance. However, the proposed project even with incorporated fish life considerations will significantly impact the aquatic production capability of Pass Creek. Therefore, the Department requests that the Highway Division reconsider all aspects of the project and identify the need as to whether or not the project should be constructed.

If we can be of any further assistance, please call.

Sincerely,

Jim Lauman

JIM E. LAUMAN, Staff Biologist
Environmental Management Section
JEL:mw

cc: Division of State Lands
Department of Environmental Quality

9037

ROBERT W. STRAUS

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

January 26, 1978

NOTED
E. S. HUNTER

Bear Creek Bridge
Comstock-Anlauf Section
Bridge 7469A
Oregon Project I-5-3(-)

Your File HBR-OR

I share your concern over the stage of deck deterioration of the southbound Bear Creek Bridge at Curtin. I have asked the Region to investigate the condition of the deck with particular reference to its suitability for a bonded overlay.

Mr. Gix has looked at the structure in the field and believes that the severe cracking is limited to the top deck surface only. The cracking may have been the result of poor finishing practice during the initial construction. It is the Region's opinion that the normal Class 1 one-fourth inch to three-eights inch deck scarifying will remove the majority of the fractured deck concrete. The Region will confirm this opinion by scarifying several representative test sections of the deck. The proposal to place a bonded overlay on the southbound structure will be re-evaluated if the test scarifying indicates more than a nominal amount of deck work greater than Class 1.

We will keep you advised on the results of the test scarifying.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Structural Design Engineer

cc E. S. Hunter
J. H. Versteeg
Alfred Shirley /w/ copy of FHWA letter

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Form FHWA 121 (Rev. 5-73)

9037

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center St.-Salem, OR 97301

DATE: January 23, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-3(-)
Comstock-Anlauf Sec.
Bear Cr. Br. No. 7469A

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon
Attn: Mr. W. Hart

Mr. Hart's letter of January 13 informed us that you propose a structural overlay for the southbound structure. We have reviewed this bridge with your people and we feel that even though the exterior surface cracks do not extend through the deck, the deck is, in fact, in an advanced stage of deterioration in many areas. We are not impressed with current procedures of filling these cracks (none have succeeded to our knowledge to date) and we wonder if this type of proposed salvage is cost effective. We think it would be appropriate to again review the deck of this structure (perhaps drill some of these cracks to determine their depth) and re-evaluate your decision to place an overlay on this factured surface.

We do not have any objection to the overlay on the northbound structure.

G. L. Green

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Form FHWA 121 (Rev. 5-73) 9037

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UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 20, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-3(-)
Martin Creek - Comstock Section, Bridge 7470B
Anlauf Interchange Section

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Manager, Office of Technical Services, ODOT

We have reviewed your plan submittal of October 14, 1977 and have no particular objection to the box girder layout.

We do not recommend an asphalt wearing surface because of the steep super, as referred to in our January 19, 1976 memorandum to Mr. Klaboe.

Please note that provision should be made to drive through the abandoned culvert at Bent 1. Also, note that if sandstone is encountered at elevation 374 (foundation report says "304" - which is correct?), the spread footing will be at a greater depth than scaled on the layout sheet.

Please note that at Bent 3 the foundation report says the drilled-in caisson might be a consideration, and we would like to encourage you to study this alternate.

The plans are approved, subject to the above considerations.

G. L. Green

cc:
ODOT (Mr W Hart, Struc Des Engr)

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REFER TO
Hart
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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 18, 1978

In reply refer to: HBR.1-OR

SUBJECT: Oregon Project No. I-5-3(-)
Martin Creek-Comstock Section
Uxing of Ward Butte Road #16299

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

NOTED
E. S. HUNTER

Preliminary plans submitted with Mr. Hart's November 10, 1977 memorandum and Foundation Reports received December 22, 1977, are approved.

For G. L. Green

cc:
W. J. Hart, Struc Design Engr, ODOT

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TECHNICAL SERVICES

JAN 20 '78

REFER TO
Hart

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Form FHWA-121 (Rev. 5-73) 9031

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UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center, NE. - Salem OR 97301

DATE: January 18, 1978

In reply refer to: HBR.1-OR

SUBJECT: Oregon Project No. I-5-3(-)
Martin Creek-Comstock Section
Divide Interchange - #16272

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

NOTED
E. S. HUNTER

Our memorandum of December 21, 1977, raised several questions regarding the preliminary plans for this structure. Ted Thompson has been in contact with this office and discussed the questions.

The structure length is determined by the catch point of the approach fills. The profile of the fills conforms to your normal standards so there is no way to shorten the structure without resorting to expensive retaining walls.

The foundation reports are of the old style and do not have all the information that current reports have. It is difficult to ascertain whether short piling or a long column should be used at Bent 3. Based on the information available, it appears that the short piling option is correct.

Inasmuch as our questions have been answered, we approve the preliminary plans for this structure.

for G. L. Green

CC:
W. J. Hart, Struc Design Engr, ODOT

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

DATE: December 21, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-3(-)
Martin Creek-Comstock Crossing over Freeway
Br. No. 16272 (Pacific Hwy)

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

Mr. Wallace's December 6 letter transmitted preliminary plans and layout sheets for the subject freeway crossing. We have some questions on the proposed length of the structure. Is it possible to cut the length of the prestressed spans by as much as 15' catching the 2 to 1 slope in the freeway ditch line and still provide adequate sight distance and also reduce the length of the post-tensioned box girder spans.

The foundation information seems to question whether piling can be driven at bent 4 in view of the high level of the rock line. This also might be true to some extent at bent 3. Will the piling penetrate the top weathered bedrock or is a pile bent necessary?

We would appreciate your review of these items and being advised of your findings.

G. L. Green

cc:
W. Hart

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REFER TO Hart
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ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
DEC 6 '77
REFER TO
FOR

December 6, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Crossing over Freeway
Martin Creek-Comstock Section
Pacific Highway
Bridge 16272

Enclosed are two prints each of drawings 32790 and 31575 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed are two copies of the Foundation Report.

The alignment and roadway width are in accordance with the requirements established for this project. The elevation of the crossing structure was established to provide a minimum of 17 feet clearance over the freeway. The toes of the 2:1 slopes at each end of the structure were located to meet the top of the 3:1 slopes a minimum of 12 feet off the ditch lines to match the typical freeway cross-section.

Cast-in-place box girder construction was determined to be the most feasible type because of the curved alignment. A round column was selected for the center bent because of the extreme skew angle and the narrow median. A single cell box girder with transversely post-tensioned deck was selected to reduce the cross beam length at the center bent and to keep the end abutments as narrow as possible.

Two alternates were studied for this off ramp crossing over the freeway. Both a four-span and a two-span constant depth, post-tensioned box girder bridge without transverse post-tensioning were considered. Estimated costs for these alternates were $420,000 and $406,000 respectively.

The estimated cost of the single cell box girder bridge is $393,000 which includes 20 percent for engineering and contingencies.

A detour will not be necessary since existing freeway traffic will not be rerouted under the structure until after construction is completed.

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Design Engineer,
Structural Design Section

TEB:dh

cc E. S. Hunter
D. H. Moehring

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JAN 17 1978
ENGINEERING SECTION

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January 16, 1978

Mr. Oliver R. MacIntosh
Vice President - Western Division
The Reinforced Earth Company
Downtown Plaza Towers, Suite 757
555 Capitol Mall
Sacramento, CA 95814

Dear Mr. Oliver:

Re: Martin Creek-Comstock Section
[redacted]
Douglas County
Reinforced Earth Retaining Walls

The subject project will require a series of retaining walls to prevent fill slopes from encroaching on Pass Creek. The fills vary in height from 15 feet to 27 feet and reinforced earth walls are being considered for several of these locations.

Enclosed please find plan sheets no. 8 and 9 showing the proposed wall locations in red and the appropriate cross-sections. Also included are drill and auger samplings. Please note the drill and auger samplings are not in the vicinity of the walls that we request you to investigate. Our State Geologist indicated that the soil and foundation conditions are the same anywhere along Pass Creek and the test enclosed are applicable.

We would appreciate your reveiw and request a design and cost estimate of the "Reinforced Earth Technique" as discussed in our telephone conversation Friday, January 13, 1978. This contract is to be let in April and time is a major factor. Please provide information by January 27, 1978. Therefore, we are enclosing several Mylar sheets for your detailed drawings. These sheets can be incorporated directly into our contract plans.

We understand that reinforced earth is a propriety item and your services would be without charge or obligation.

If further data is needed for your study, please contact me (503-378-6558).

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

WEC:ab
cc: Alfred Shirley, Jr.
Glen Hossner, FHWA
C. T. Keasey
Fred Yarbrough

9037 1-5

January 16, 1978

Mr. R. M. Mattox
Vibroflotation Foundation Company, Inc.
P. O. Box 476
Fairhope, Alabama 36532

Dear Mr. Mattox:

Re: Martin Creek-Comstock Section
Pacific Highway
Douglas County
(Railroad Overcrossing at B21036)

A soft foundation for structure approach fills has been discovered at the subject location which seems to invite the application of the "Stone column" technique for strengthening.

The site is a railroad overcrossing structure at Station B1035 and B1038 where the structure is skewed sharply to the railroad. Retaining walls are planned under the approach fills to save structure length. Foundation strength is not quite adequate for 2:1 fill slopes 35' high. The critical weakness ranges from 15' to 20' in depth. An alternate plan to subexcavate and backfill with rock appears risky because of undercutting the existing railroad.

Mr. Ron Chassie of the FHWA in our area has recommended your company and the stone column application.

We would appreciate your review of the foundation problem and request a preliminary design and cost estimate.

Enclosed are plans, profiles, cross sections, a vicinity map and our analysis of logs and test of the foundation condition.

We understand that stone columns are a proprietary item and Mr. Chassie indicated that your services would be without charge or obligation.

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If further data is needed for your study, please contact me (503-378-6558). The subject project is scheduled for letting in April of this year and we would appreciate your reply by January 27, 1978, as time is critical.

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

WE:jh
cc: Frank Terpin

9037 1-5

Salem, Oregon
January 13, 1978

JHV
J. H. Versteeg
Engineering

E. S. Hunter
Technical Services Engineer

Funding Request
Comstock-Anlauf Interchange Sec.
Pacific Highway
Douglas County

This section of I-5 from Station 197 to Station 265 is eligible for 1-1/2" open graded mix wearing course. The estimated cost of this 1-1/2" of modified "C" wearing course is $194,000 of FAI funds. This open graded wearing course has an estimated design period of two years.

The estimated construction costs for an 8" CRCP or an 8" asphaltic concrete overlay on this section of I-5 is as follows:

Grading	$131,000
8" CRCP or AC Overlay	$765,000
TOTAL of the CRCP Alternate	$896,000

The design period for the CRCP alternate is 20 years. The AC alternate may be slightly less.

Submitted for your consideration is a proposal that we use either 3-R funds or primary funds to provide a 20 year surfacing design period for this section of I-5. A cost summary of this proposal is as follows:

8" CRCP	$896,000
Less credit for FAI Open Graded Surfacing	-$194,000
Net Cost for the 20 Year Surfacing Design	$702,000

JHV:jh

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Douglas

STATE OF OREGON

INTEROFFICE MEMO

DATE: January 13, 1978

TO: Mr. D. O. Christensen
Final Design Engineer

FROM: Gerald C Backstrand
J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Bear Creek Bridge
Martin Creek-Anlauf Sec.
Douglas County
Bridge 7469A

The following are recommendations for overlaying the Bear Creek Bridge in the subject section:

Remove 1/2-inch of existing concrete deck	- 1/2	inch
Add 2-inch structural concrete overlay	2	inch
Total	1 1/2	inch

Drive sheet pile at north end of both structures (cantilever ends).

Add concrete bridge end panels at both ends of both structures.

An allowance of $23,000 for extra work should be included, $15,000 for epoxy grouting of deck cracks, $3,000 for epoxy grouting of longitudinal beam cracks, and $5,000 for Class 3 deck preparation.

JEB:dh

cc Alfred Shirley
George Hopkins
Jack Sullivan

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ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 13, 1978

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Bear Creek Bridge
Martin Creek-Anlauf Section
Douglas County
Bridge 7469A

We propose to use a structural overlay on this structure. The older southbound structure has a 6-inch deck while the newer northbound structure has a 6 1/2-inch deck. The salt content is low as are the half cell readings.

The southbound structure has extensive deck surface cracking which does not seem to extend through the deck. There is only a small amount of cracking and seepage on the underside of the deck. Even with the surface cracking, the concrete seems sound. A relatively large amount of Class 2 deck preparation will be required.

The northbound structure has some deck cracking at the south end but otherwise seems sound.

The structural overlay would provide a deck seal as well as stiffen the substandard existing deck.

Attached are field data for the bridge deck. The preliminary estimate is $144,000 for the structural overlay for both northbound and southbound bridges and includes some sheet piling, bridge end panels, and grouting work.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

Attachment

cc E. S. Hunter
George Hopkins
D. O. Christensen
D. H. Moehring

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JAN 16 '78
REFER TO
FOR

Form 81-731-0027 (9-77)

Form FHWA 121 (Rev. 5-73)

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UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Equitable Center, Suite 100
530 Center, NE. -Salem OR 97301

DATE: January 6, 1978

In reply refer to: HB.3-OR

SUBJECT: Oregon Project NO. I-5-3(-)
Martin Creek-Comstock Section
Pacific Highway

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

Mr. Christensen's November 22, 1977 letter requested our approval of your proposed treatment of six slides in the subject section.

Following his evaluation of the proposals Mr. Chassie met with Mr. Yarbrough on December 21, 1977. Attached is Mr. Chassie's December 27 memorandum to me detailing his recommendations for each slide area.

I am in agreement with the slide treatment proposals as modified slightly by Mr. Chassie's recommendations.

G. K. Hossner
for G. L. Green

Attachment:
Geotechnical Engr, memo to Green, 12-27-77

CC:
Reg 3, Shirley
Yarbrough
Chassie, Geotech. Engr

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___ Eriksen ___ Watson ___
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Walls reviewed. Those along RR will remain as bin walls. Others have been reviewed and will be Reinf Earth where appropriate
DDC

B3

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: December 27, 1977

In reply refer to: HED-010.8

SUBJECT: Slide Recommendations
Oregon Project I - 5 - 3 (-)
Martin Creek - Comstock Section
Pacific Highway
Lane and Douglas Counties

FROM : Regional Geotechnical Engineer
Office of Environment and Design - Region 10

TO : Mr. G. L. Green
Division Administrator
HB.3-OR Salem, Oregon

As requested I have reviewed the State's slide data, analyses, and recommendations for the subject section, forwarded with your memorandum dated December 5, 1977. Results of my review were discussed in an informal meeting with Mr. Fred Yarbrough, State Soils Engineer, on December 21, 1977. Mr. Tom Lowe of your office attended a portion of this meeting. The following is a summary of my review recommendations, for your consideration, as well as a summary of the technical items discussed and agreed to at the meeting with Mr. Yarbrough:

Divide Slide

I concur with the recommendation for the proposed drain trench installation as shown on the preliminary plans. I also concur that a rock buttress is not required.

The proposed drain trench design calls for lining the drain trench with filter fabric. Filter fabric application of this type is relatively new in highway work. I would like to suggest that, if possible, the State attempt to periodically monitor flow rates out of the drain trench to determine the amount of water being removed. I also suggest placement of three shallow water observation wells placed perpendicularly to the drainage trench at distances of approximately 5, 15, and 25 feet to measure the amount of water table drawdown. The above could be done very inexpensively and could provide valuable information for design of future similar installations. Mr. Yarbrough agreed and indicated he would discuss this with the Region.

Station 42 Slide

A rock buttress is proposed for this location. The buttress proposed in the preliminary plans is 585 feet long, 14 feet wide at the top, and 40 feet wide at the base. The buttress base is to be placed on a bench approximately 50 feet above roadway grade.

DEC 28 1977

The plans show that the buttress is to be founded on firm foundation. The borings indicate the firm material to be a breccia or sandstone. In the State's analysis, no benefit was given to the higher strength of the firm foundation, i.e. the buttress foundation material was assigned the same strength as the weaker slide material.

It was agreed that the buttress should be redesigned with a higher soil strength assigned to the buttress foundation. The slide material has a backfigured strength of $\emptyset=26^0$ and c=500 PSF. It was agreed that assigning a higher strength of $\emptyset=30^0$ and c=700 PSF to the foundation would be reasonable, yet conservative. The effect of this will be that the buttress size can be reduced.

Also, the proposed design calls for a sliver buttress placed nearly the full height of the cut slope. This results in the buttress top elevation being approximately 140 feet above roadway grade. The extreme height is due in part to the buttress being founded on the bench 50 feet above grade. I recommend that consideration be given to the difficulty of constructing the buttress to this height. Further, analysis shows that buttress material placed on the slope above approximately elevation 680 (which is about 25 feet below the proposed top elevation) actually decreases the factor of safety for the critical failure surface analyzed. The reason for this is that the failure surface is quite steep below this upper portion of buttress, thus the buttress weight causes a greater driving force than resisting force along the failure plane. Simply stated, the rock comprising the buttress provides more resisting force, and thus more benefit, if placed near the toe of the slide mass.

It was agreed, therefore, that the buttress top should not extend above elevation 680.

The buttress could possibly be topped even lower than elevation 680; however, if this is done I would recommend flattening the cut slope above the buttress to 2:1.

Fish Pond Slide

The proposed design calls for a 445 foot long buttress against the cut slope of a required channel change. A 24 foot buttress width is proposed.

Mr. Yarbrough had originally proposed a 14 foot wide buttress. The width was increased to 24 feet at the request of the Region.

It is my recommendation that the originally proposed 14 foot buttress width is adequate. This recommendation is based on several factors. First, the State's data indicates there has been no major slide problem experienced with the existing channel slope in 25 years. Second, the only significant movement that has occurred in the past few years has occurred at shallow (approximately 12 foot) depth.

I have performed a stability analysis for sliding at that depth and find that the 14 foot wide buttress would provide an adequate factor of safety of 1.23. Although not submitted with the data forwarded for my review, Mr. Yarbrough has also performed a stability analysis and calculates approximately the same factor of safety.

From review of the data submitted for my review, it appears that the reason for the Region's recommendation that the buttress width be increased from 14 feet to 24 feet was that they felt the buttress weight should more than equal the weight of material excavated for the channel change. This general rule of thumb would be valid if the anticipated depth of sliding were below the base of the buttress; however, the State's data does not indicate this to be so at this location. As mentioned previously, the only movement of any significance detected by slope indicators was approximately 2.5 inches at a 12 foot depth. Also, this movement has been slow, occurring over a three year period. One other slope indicator has shown a minor amount of movement (½ inch) at 18 foot depth, over about the same three year period. I would consider this ½ inch of movement to be insignificant and probably due to creep of the natural slope due to fluctuating water table.

For anticipated sliding at a 12 foot depth, the proposed 14 foot wide buttress does provide an increase in factor of safety even though its weight might only equal that of the material it replaces. This is due to the fact the rock buttress has a higher strength than the natural soil it replaces and it also provides drainage. This increase in factor of safety can easily be shown by analysis.

In summary, Mr. Yarbrough and I agreed the 14 foot wide buttress is recommended.

Station 82 Slide

The proposed design calls for a 340 foot long rock buttress 28 feet wide at the top and approximately 55 feet wide at the base. You will note that the proposed buttress is unusually large. The cut height is only about 70 feet.

In the State's design, the strength of the foundation upon which the buttress will be placed was assumed to be the same as the strength of the sliding mass ($\emptyset=26^0$). Two borings made 140 and 230 feet left of roadway centerline show hard flat-lying sandstone encountered at a depth only 10 feet below the presently proposed buttress base. Thus, if the sandstone also exists closer to the road where the buttress is to be placed, keying the buttress into the sandstone would allow the use of a smaller and less costly buttress.

It was agreed that the existence of the sandstone foundation should be confirmed. It was further agreed that the buttress should be redesigned based on keying it into the sandstone and assuming $\emptyset=35^0$ strength for the sandstone foundation. Also, the top elevation of the buttress can be reduced 20 feet to elevation 570.

Station 101 Slide

The proposed design calls for a 700 foot long buttress 14 feet wide at the top and approximately 30 feet wide at the base.

In reviewing the data submitted, I noted that Mr. Yarbrough and the Region have recommended a buttress approximately 400 feet long at this slide location. Note that the preliminary plans show a 700 foot length. Based upon examination of the cross-section, it appears that there is an error on the preliminary plans. The cross-section shows very little cut will be made ahead of Station 100 or beyond Station 104, thus the approximate 400 foot length shall be adequate. Mr. Yarbrough was to resolve this with the Design section.

Also, the proposed buttress will only provide a factor of safety of about 1.12. It was agreed the buttress should be made larger to increase the factor of safety to 1.2. It is not anticipated that a very large increase in buttress size will be required.

Cavey Slide

I agree that a buttress should be placed at this location. The proposed design calls for a 300 foot long buttress 14 feet wide at the top and 30 feet wide at the base.

It was agreed that some minor reanalysis could be done to adjust the buttress size. In the original design a soil strength of $\emptyset=30^0$ was used for the foundation upon which the buttress is to be placed. Where the buttress is to be placed on sandstone, it was agreed that $\emptyset=35^0$ could be used for the foundation. Also, the buttress size may have to be increased slightly to provide a factor of safety of 1.2.

Possible Stone Column Application

At Mr. Yarbrough's and Tom Lowe's request, I reviewed with Mr. Yarbrough the soils data and proposed design layout for the Divide interchange area, specifically the bridge approach fill locations for the highway 226 overcrossing of the Southern Pacific Railroad. Mr. Yarbrough was interested in my opinion on the use of stone columns to strengthen the weak foundation soils upon which the approach fill will be placed.

Of concern is the area where the approach fills will be placed right next to the railroad. The foundation consists of approximately 35 feet of soft clay. A 37 foot high fill is proposed at this location. The State has sampled and tested the clay for shear strength. The clay does not have adequate strength to support the proposed 37 foot high fill. No room is available for a counterberm between the fill and railroad. Also, excavation for a key trench cannot be made because it would endanger the stability of the railroad. According to Mr. Yarbrough, time is not available to allow use of stage construction of the fill.

I expressed my opinion to Mr. Yarbrough that I did consider the use of stone columns here worthy of consideration. The application would be using the stone columns to provide a shear key to improve the embankment stability and prevent a foundation shear failure. The major advantage of the stone columns is that they can provide a shear key without having to make an excavation.

Stone columns are a proprietary item. I provided Mr. Yarbrough with the name and address of the Vibroflotation Company representative and suggested that the State request they provide a design and cost estimate. The Vibroflotation Company will do this at no cost or obligation.

Divide - Comstock Section - Bin Walls

I noted on review of the preliminary plans submitted with the slide recommendations, that approximately 1500 feet of bin wall, up to 20 feet high, are proposed for this project. Since the bin walls are of appreciable height, I would recommend that Reinforced Earth walls be considered for bidding as an alternate. There may be a good possibility a cost savings can be realized. Also, it is my opinion that the Reinforced walls could be constructed more rapidly than the proposed bin walls. It seems this factor might be important due to the large amount of stage construction and traffic maintenance to be required on the project.

I hope that the above comments are helpful. Please don't hesitate to call if there are questions on any of the above.

Ronald G. Chassie

Ronald G. Chassie

January 5, 1978

Board of County Commissioners
Douglas County
1036 S.E. Douglas
Roseburg, OR 97470

Attention: Doris L. Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6367

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the Comstock-Anlauf Interchange Section of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

Form FHWA 121 (Rev. 5-73)

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UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

DATE: December 21, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-3(-)
Martin Creek-Comstock Crossing over Freeway
Br. No. 16272 (Pacific Hwy)

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

Mr. Wallace's December 6 letter transmitted preliminary plans and layout sheets for the subject freeway crossing. We have some questions on the proposed length of the structure. Is it possible to cut the length of the prestressed spans by as much as 15' catching the 2 to 1 slope in the freeway ditch line and still provide adequate sight distance and also reduce the length of the post-tensioned box girder spans.

The foundation information seems to question whether piling can be driven at bent 4 in view of the high level of the rock line. This also might be true to some extent at bent 3. Will the piling penetrate the top weathered bedrock or is a pile bent necessary?

We would appreciate your review of these items and being advised of your findings.

G. L. Green

cc:
W. Hart

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UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 15, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project No. I-5-3(-)162
Martin Creek-Comstock Section
Pacific Highway
Douglas and Lane Counties

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

As per your request in your letter of November ~~26~~ 28, 1977, we have reviewed attachments to that letter including copies of the engineering cost estimates, copies of the final stage construction plans, copies of the typical surfacing designs, and a copy of Mr. Versteeg's November 21 memorandum concerning topics discussed at the November 21, 1977 meeting among Mr. Versteeg, Mr. Hossner, and Mr. Lowe.

Based on these documents, we concur in your recommended surfacing design utilizing the continuously reinforced concrete pavement.

G.K Hossner
for G. L. Green

NOTED
E. S. HUNTER

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 13, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-3(-)
Martin Creek-Comstock Section
Comstock O'xing, #7584A

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

Preliminary plans submitted by Mr. Hart's November letter are approved.

We assume the end bents will be founded on steel piling while the interior bents are on spread footings. We also assume that provisions will be made to carry traffic on the freeway without interruptions during construction.

for G. L. Green

cc:
Walt Hart

RECEIVED
TECHNICAL SERVICES
DEC 16 '77
REFER TO
Hart
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FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1977

SUBJECT: Divide-Comstock Section
Pacific Highway
Douglas County
Railroad Over-crossing at Sta B^2 1036

To: J. H. Versteeg
Head of Engineering

Analysis of logs and tests furnished by Structures Section at the subject location show a marginal foundation for the approach fills and an unstable condition on the south side of the railroad where a retaining wall 22-feet high is proposed. The effect of a soft layer at 15 to 20-feet depth must be countered in some way.

Where counterbalances cannot be used for lack of room, the foundation can be strengthened by the use of Stone Columns. One column per centerline foot is needed where the wall is maximum height, and about half that number are needed under the full height of fill slope where there is no wall. My estimate of the cost of the columns to protect the wall is $38,000,* based on information furnished by the FHWA. A tentative layout of columns at maximum height of wall is attached.

A trench could be excavated and backfilled with rock in lieu of Stone Columns except for the possibility of undercutting the railroad by the excavation.

Counterbalances should be 30-feet wide and filled within 28-feet of grade.

Stone Columns are patented and the name of the supplier can be furnished by the FHWA.

1 Versteeg ✓
2 Christensen DDC
George
Olsen
Terpin
Sullivan
Scott
Savage

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DEC 13 1977
ENGINEERING SECTION

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Action

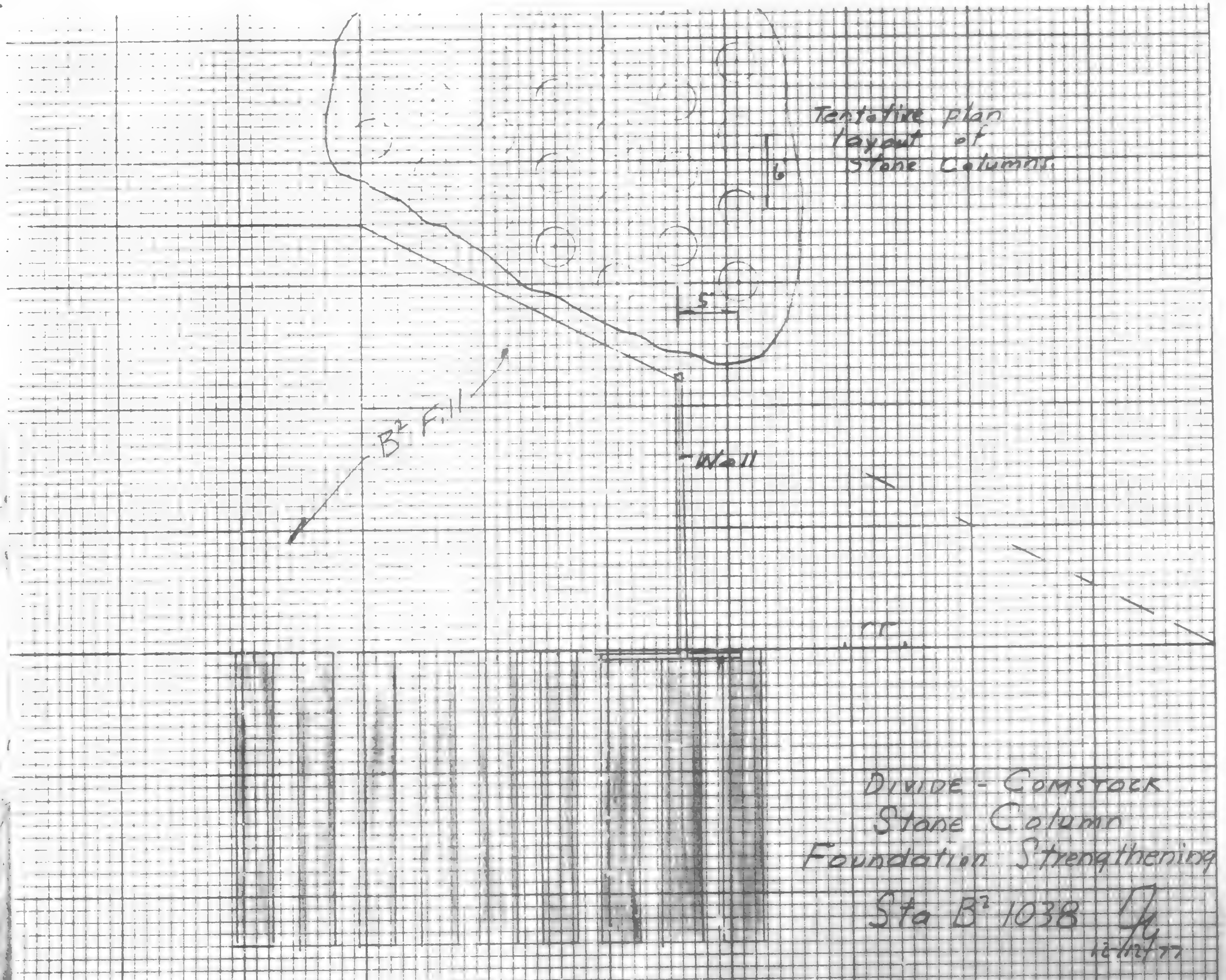
F. W. Yarbrough
Soils Engineer

FWY:af

cc to Cole Whitley

cc: Frank Terpin
Walt Hart
Will Cole
John Marks

* rough & approximate

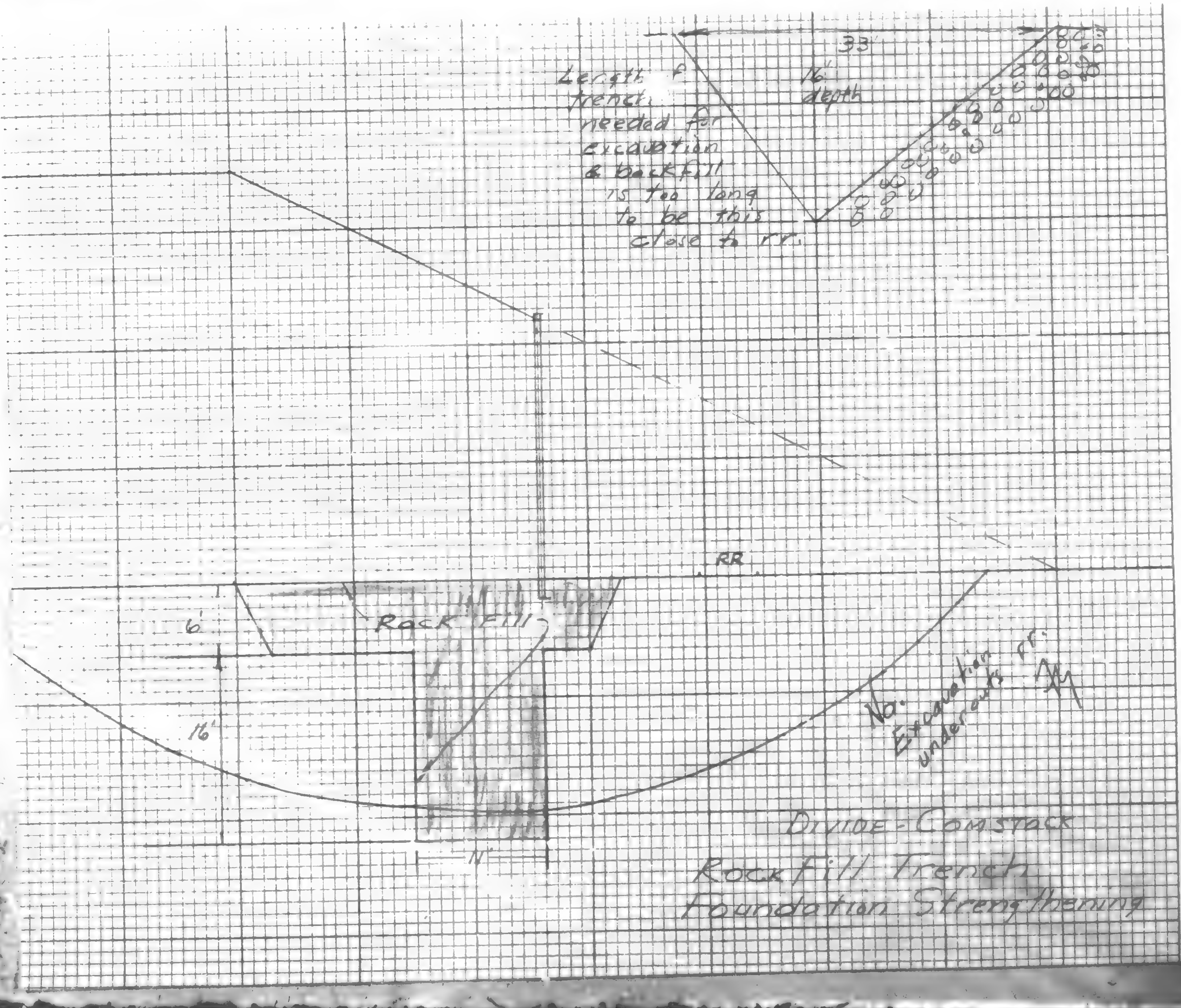

Tentative plan
layout of
Stone Columns
6
5
B² Fill
Wall

DIVIDE - COMSTOCK
Stone Column
Foundation Strengthening

Sta B² 1038

12/12/77

"PERFECT" CROSS
10 X 10 = ONE IN
EUGENE DIETZG


33"
16" depth
6'
16'
14'
Rock Fill
RR

Length of trench needed for excavation & backfill is too long to be this close to rr.

No. Excavation undercuts rr.

Divide - Comstack

Rock Fill Trench

Foundation Strengthening

PRINTED IN U.S.A.

Form FHWA 121 (Rev. 5-73)

9037

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

DATE: December 2, 1977

In reply refer to: HBR.1-OR

SUBJECT: Oregon Project I-5-3(-)
Umpqua Hwy. O'xing of SPRR (#7471 A)
Douglas County

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

Preliminary plans submitted August 31 and the Foundation Report submitted November 18 have been reviewed and are approved for this structure.

– Neither in Gen. Files

For G. L. Green

cc:
W. Hart

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES

DEC 13 '77

REFER TO
Hart

FOR

Info	Inves	R/D	J/R	Sign	Act	File
					✓	

9037 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Eugene, Oregon

Nov. 30, 1977

DWGreene

FROM: D. W. Greene
Resident Engineer

SUBJECT: Weyerhaeuser Logging Road
Martin Creek-Comstock Sect.
Pacific Hwy.
Lane County

TO: Duane Christensen
Final Design Engineer
Salem, Or. 97310

Forwarded as per telephone instructions from Jim Gix, Region Const. Engineer is a roll of x-sections & a roll of profile for the Weyerhaeuser Access road from Ward Butte Road to their property.

Mr. Gix advised me that there is concern that this access road will be on a bench in the cut for the channel change. The original location of this access road FE5 was set on a bench in this same channel change cut, the only difference is that the FE5 as I recall had a typical section/ditch of 36 feet and Weyerhaeuser Access Road as per their typical section is 19 feet with an additional 2 feet for a 1 foot ditch.

If additional information is needed please advise.

DWG:wn
encl.
cc: Alfred Shirley, Jr.

REFERRED TO
Board — Bern
✓ Cole WEC — Sample
Ericksen — Watson
Hager — Lau
[✓ Return] Discuss Do [✓ Copy] Due
BY FINAL DESIGN ENGINEER

Verstaeg
✓ Christensen DC
George
Olsen
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I-5

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

November 28, 1977

Mr. Vern Cusack
Assistant Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Cusack:

Oregon Project I-5-3(-)162
Martin Creek-Comstock Section
Pacific Highway
Douglas and Lane Counties
Your File HB.3-OR

The stage construction plans, surfacing designs and cost estimates for both the asphaltic concrete and the continuously reinforced concrete pavement for this I-5 project have been discussed in detail with Glenn Hossner and Tom Lowe of your office. They are in general agreement with our recommendations that the continuously reinforced concrete alternate will provide the best surfacing for this I-5 project at the least overall cost to the public.

Transmitted for your review are copies of the engineering cost estimates, copies of the final stage construction plans, copies of the typical surfacing designs and a copy of Mr. Versteeg's November 21 memo concerning the topics discussed at the November 21 meeting with Glenn Hossner and Tome Lowe.

Your early concurrence in the recommended surfacing design for this I-5 project will permit the contract plans to be completed for this critical project.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Technical Services Engineer

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Board ____ Dorn ____
✓ Cole W.E.C. ____ Semple ____
____ Erikson ____ Watson ____
____ Hager ____ Lou ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Attachments

bc F. B. Klaboe
J. H. Versteeg
Bud Shirley

JHV:jh ja

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NOV 28 1977
ENGINEERING SECTION

1 Versteeg ✓
2 Christensen
____ George
____ Olson
____ Terpin
____ Sullivan
____ Scott
____ Savage
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SEE Typicals
dated. 10-5-77

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of
Date [illegible]

Section Martin Cr.-Comstock
County [illegible]

Kind Of Work 8" Cont. Reinforced PCCP
Length 5.2 Mi.
Name [illegible]

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Plant Mix Bit. Base		Ton	128,500	7.75	995,875.00
	Asph. Cem. in Bit. Mix.		Ton	7070	80.00	565,600.00
	Asph. Conc. Mix		Ton	16,500	8.00	132,000.00
	Class "E" Asph. Conc.		Ton	850	9.10	7735.00
	Asph. Cem. in Mix		Ton	1130	80.00	90,400.00
	Port. Cem. in E [illegible]		Ton	8	65.00	520.00
	Aggregate Shldr. Mat'l.		Ton	24,100	4.50	108,450.00
	8" Cont. Reinforced PCCP		Sq. yd.	139,000	12.00	1,668,000.00
					#	3,568,580.00
	20% Engr., Conting.- Mobilization				#	713,716.00
	Total				#	4,282,296.00
	STAGE SURFACING					
	2"-0 Crusher Run Agg. Subbase		Ton	118,000	3.00	354,000.00
	3/4-0 in Leveling		Ton	18,600	4.50	83,700.00
	Asph. Conc. in Leveling 1"x42'x21,600'		Ton	5700	8.00	45,600.00
	Asph. Cem. in A.C.		Ton	370	80.00	29,600.00
					#	512,900.00
	20%- Engr.-Conting- Mobiliz.					102,580.00
	STAGE SURFACING TOTAL				#	615,480.00
	8" PCC & 7" PMBB -				#	4,282,296.00
	STAGE SURFACING					615,480.00
	Grand Total				#	4,897,776.00

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 2 SHEETS

Martin Cr. - Comstock
Pacific Hwy
8" Cont. Reinforced PCCP

9-30-77
Gettis

Sta.	Sta.	Length	Width	Depth	Ton
			Agg. Shldr. Mat'l.		
999-	1016-	1700	10	1.00	1196 ✓
			A.C.		
999-	1016-	1700	80	0.42	4337 ✓✓
		Asph.	Cem. (6½%)	—	282 ✓
			"E" Mix		
999-	1016-	1700	80	0.083	836 ✓✓
			Asph. Cem. (7%)		59 ✓✓
			Port. Cem. (1%)		8 ✓✓
			8" Cont. Reinforced PCCP		
1016+00	1091+00 12+00 - 19+00	=	26,000 x 48 ÷ 9 =		138,667 ✓ sq.yds. ✓
			AGG. SHLDR. MAT'L.		
		26,000	10	1.25	22,870 ✓
			PMBB-7"		
		26,000	84	0.58	93,831 ✓
2 Shldrs. & Med.		26,000	36	0.50	34,667 ✓
					128,498 ✓✓
			Asph. Cem. (5½%)		7067 ✓✓
			A.C. - 2"		
2 shldrs. & Median		26,000	36	0.17	12,081 ✓✓
			Asph. Cem. (6½%)		785 ✓✓

Form 81-734-2349

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 2 OF 2 SHEETS

9-30-77
Gettis

Martin Cr. Comstock
Pacific Hwy.
8" Cont. Reinf. PCCP

STAGE PAVING ESTIMATE

2" 3/4-0 in Leveling + 13" Crusher Run Agg. Subbase (2"-0) - 1" x42' wide A.C. Leveling

Sta	Sta	length	width	depth	ton	
			2"-0 Crusher	Run Agg.	Subbase	
1060+00	109+00 12+00 14+00	3300	59	1.08	14,797 ✓	
14+00	50+00	3600	86	1.06	23,530 ✓	
50+00	85+00	3500	59	1.08	15,694 ✓	
85+00	130+00	4500	86	1.08	29,412 ✓	
130+00	175+00	4500	59	1.08	20,178 ✓	
175+00	197+00	2200	86	1.08	14,379 ✓	
					117,990 ✓✓	
			3/4-0 in	Leveling		
1060-	EQ. 14-	3300	59	0.17	2329 ✓	
14-	50	3600	86	0.17	3704 ✓	
50-	85-	3500	59	0.17	2470 ✓	
85-	130+00	4500	86	0.17	4630 ✓	
130-	175-	4500	59	0.17	3176 ✓	
175-	197-	2200	86	0.17	2263 ✓	
					18,572 ✓	
			A.C	in Leveling		
1060+00	109+00 BK. 12+00 Ah 197	21,600	42	0.083	5717 ✓	
			Asph.	Cem. (6½%)	372 ✓	

See Typicals
dated 10-5-77

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 9-30-77

Sec: Martin Cr.-[illegible]
County Douglas & Lane

Kind Of Work Asphaltic Concrete
Length 5.2 Mi.
Name Gettis

Item	Code	Unit	Quant.	Unit Cost	Total
Lime Treated Subgrade		Sq.yd.	300,000	0.75	225,000.00
Lime in LTS		Ton	3400	65.00	221,000.00
Agg. Shldr. Mat'l.		Ton	31,800	4.50	143,100.00
Plant Mix Bit. Base		Ton	189,000	7.75	1,464,750.00
Asph. Cem. in PMBB		Ton	10,400	80.00	832,000.00
Asph. Conc. Mix		Ton	74,000	8.00	592,000.00
Class "E" Asph. Conc.		Ton	14,300	9.10	130,130.00
Asph. Cem. in Mix		Ton	5,800	80.00	464,000.00
Port. Cem. in "E" Mix		Ton	140	65.00	9,100.00
				$	4,081,080.00
20% Engr-Mobiliz-Conting.					816,216.00
		Total		$	4,897,296.00
FUTURE OVERLAY					
2" Asph. Conc., including Asph. Cement		Ton	28,600	15.35	439,010.00
20%- Engr-Mobili-Conting.					87,802.00
				$	526,812.00
				$	4,897,296.00
		2" Future Overlay		$	526,812.00
		Grand Total =		$	5,424,108.00

Form 81-734-3040

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEETS

Martin Cr.-Comstock
Pacific Hwy.
Asphaltic Concrete

9-30-77
Gettys

Sta.	Sta.	Length	Width	Depth	Ton
			Lime Treated Subgrade		
1016+00 109+00 BK: 12+00 Ah	197+00	26,000 x 104 ÷ 9 = 300,444 ✓ sq. yd's x 0.01125 = 3380 ✓ ton Lime			
			AGG. SHLDR. MAT'L.		
999+00	1016+00	1700	10	1.00	1196 ✓
1016+00 109+00 BK: 12+00 Ah	197+00	26,000	10	1.67	30,555 ✓
					31,751 ✓
			PMBB – 14"		
1016+00 1091-BK 12-Ah	197+00	26,000	84	1.17	189,280 ✓ ✓
				Asph. Cem. (5½%)	10,410 ✓ ✓
			A.C. – 5"		
999+00	1016+00	1,700	80	0.42	4337 ✓
1016– 1091 BK: 12-Ah	197–	26,000	84	0.42	69,645 ✓
					73,982 ✓ ✓
			Asph. Cem.	(6½%)	4,809 ✓
			"E" Mix		
		1700	80	0.083	836 ✓
		26,000	84	0.083	13,428 ✓
					14,264 ✓
				Asph. Cem. (7%)	998 ✓
				Port. Cem (1%)	143 ✓

2" Future Overlay – 27700 x 82 x 0.17 ÷ 27 x 2 = 28,663 ✓ ton } $ 15.35 per ton
Asph. Cem. 2,002 ton
Port. Cem 286 ton

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 22, 1977

FROM: J. H. Versteeg
Engineering

TO: MEMO TO THE FILES

SUBJECT: Oregon Project I-5-3(-)162
Martin Creek-Comstock Section
Pacific Highway
Douglas & Lane Counties

A meeting was held on November 21 with Glenn Hossner and Tom Lowe of the FHWA to discuss in detail the Highway Division request for approval of continuously reinforced concrete pavement on the Martin Creek-Comstock Section, Oregon Project I-5-3(-)162. They indicated general agreement with the proposal for the surfacing of this section of I-5. The following topics were discussed.

STAGE CONSTRUCTION

Three construction or traffic handling stages are planned for this project. Stage construction details have been worked out with great care to minimize interference with traffic and to provide a safe, well delineated travelway for the public. Stage construction plans for the continuously reinforced concrete pavement and asphaltic concrete alternates are identical through the plant mix bituminous base course phase. In the final pavement construction the CRCP alternate provides for a single lane operation for southbound (downhill) traffic for this short construction period. Traffic analysis of our prior experience in this area assures that traffic can be handled safely without congestion or delay. All costs of stage construction have been carefully identified and are included in the cost estimates. The unit costs for stage construction were provided by our Cost Analyst Unit and are accurate within normal limits for final engineering cost estimates.

SURFACING ESTIMATES

The detailed engineering surfacing estimates for this 5.2 mile section of I-5 are $4,900,000 for the continuously reinforced concrete pavement alternate and $5,420,000 for the asphaltic concrete alternate. These cost estimates include all stage construction costs related to either the CRCP alternate or the AC surfacing alternate. The asphaltic concrete cost estimate includes the cost of a 2" asphaltic concrete overlay that is intended to provide similar surface life for comparison. The unit costs were provided by our Cost Analyst Unit and are accurate within our normal limits for our engineering estimates.

The States of Washington and California, as well as contractors, were contacted for the information to develop the unit costs for the concrete pavement. These unit costs for the continuously reinforced concrete pavement are accurate within normal limits.

The aggregates for the concrete pavement can come from either a commercial source or from the Rattlesnake Quarry, the designated material source on this project.

SAFETY

This section of I-5 shares, with the railroad and Pass Creek, a rather narrow valley. Local weather tends to create adverse driving conditions during a good share of the winter months. The CRCP pavement with AC shoulders is expected to provide the best delineation over the longest period of time. The concrete pavement is expected to hold its shape and drainage characteristics over time. With a high volume of splash and spray trucks and a tendency towards frosty conditions, these drainage advantages do provide significant safety features.

INTERSTATE TRUCKING

This section of I-5 is the primary transportation corridor between California and Washington and carries a large volume of interstate trucks along with local log and chip trucks. The size and weight of interstate trucks are expected to increase and the volume of trucks will continue to increase at a rapid rate. The continuously reinforced concrete pavement is expected to provide the best long term trouble free wearing surface in spite of the growing truck loadings and truck volumes. When the additional depth of stage construction surfacing included in the CRCP alternate is taken into consideration a 10% to 15% reduction in pavement life-cycle costs can be projected.

MAINTENANCE EXPERIENCE

The FHWA and ODOT both subscribe to the concept of zero maintenance costs on the interstate system if these provisions can be designed into a project at a reasonable cost. Our maintenance experience with continuously reinforced concrete pavements over the last 10 to 15 years indicates that maintenance costs are minimal even on the urban freeway sections. On rural freeways even with high truck volumes we do not anticipate any significant maintenance costs during the normal life-cycle of the continuously reinforced concrete pavements.

The detailed engineering cost estimates justify the use of continuously reinforced concrete pavement on this I-5 project. Continuously reinforced concrete pavement is our preference for surfacing this section of I-5.

Attached are copies of detailed cost estimates, stage construction plans and typical section for your information.

JHV:jh

9037

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 22, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Attention: Glenn Hossner
District Engineer

Gentlemen:

Re: Slide Recommendations
Martin Creek-Comstock Section
Pacific Highway
Lane & Douglas Counties

Attached are two sets each of the following information:

1. Letter and slide treatment recommendations from Soils Engineer, Fred Yarbrough, dated October 4, 1977.
2. Memo to the File from Elliott Parker, Region 3 Geologist, containing comments on review of Mr. Yarbrough's slide recommendations.
3. Advanced reduced sized preliminary plans showing treatment of slides by construction of rock inlays.
4. Full size prints of typical sections showing revised inlay widths and Sheet 6 showing added drainage recommendations.

Please have the attached information reviewed by your staff and give us your approval and/or comments. It is anticipated that a meeting may need to be arranged between your Geotechnical Engineer and Mr. Yarbrough to discuss the conclusions, if so please advise.

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Form 81-734-3122

Complete data and analysis computations are available and will be furnished upon request. This project is scheduled for an April, 1978, letting and it is necessary to reach agreement on slide treatments in the very near future so that preliminary plans can be finalized and distributed for an early review by all concerned.

Sincerely yours,

Duane O. Christensen
Duane O. Christensen
Final Design Engineer

DOC:ab
Attachments
cc: E. S. Hunter
Alfred Shirley
F. E. Terpin
F. W. Yarbrough
W. E. Cole

9037 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 22, 1977

W. E. Cole

FROM: W. E. Cole
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Comstock-Anlauf Interchange
and Martin Creek-Comstock
Pacific Highway
Lane and Douglas Counties

A meeting was held in the Design Room on November 18, 1977, to review the construction features which affect streams on the subject projects. Those in attendance were Jerry Bauer, Fish and Wildlife Biologist from Roseburg; Richard Lenz, M. A. Anderson, L. Watson, W. E. Cole, N. E. Mann and R. H. Whitby, all from D.O.T.

REMARKS:

Comstock-Anlauf Interchange Section

The following features were reviewed:

1. Channel change, Sta. 200 to Sta. 204
2. Channel change, Sta. A^{u}332 to Sta. A^{u} 343
3. 12' x 8' R.C.B.C. in Buck Creek
4. Temporary erosion control details
5. Seeding, mulching and planting plans
6. Crossing of Pass Creek at Sta. A^{u} 326.

Jerry Bauer found the design features on the above items to be acceptable. Work in the streams will be limited to times between June 15 to October 15. The Landscape Unit will furnish the Specifications Unit with dates for seeding, mulching and planting.

Martin Creek-Comstock Section

The following features were reviewed:

1. Eleven channel changes at various locations in Pass Creek
2. Eleven culvert extensions or culvert installations at various locations in Pass Creek

?

We discussed the desirability of abandoning two large (138 inch) structural plate pipes (Sta. 106+25 and Sta. 112+35) and constructing 600 feet of new channel. In order to keep the channel in its present position we will have to construct 250 feet of retaining wall. Soil and foundation conditions make the wall and pipe extensions very expensive. We can realize a savings of approximately $50,000.00 by constructing the new channel. This would also eliminate approximately 570 feet of "Channel-in-Pipe" conditions now existing. Jerry Bauer approved the channel change with the provision that we meander the new channel so as to preserve or better the hydraulic conditions of the section in question.

Jerry was favorably impressed with the erosion control measures proposed. He was particularly pleased with the Temporary Erosion Control Program. Dates, time and stage construction problems were discussed and although he was sympathetic with our timing problems, he was most insistent that we confine our channel change work to a four month period (June 15-October 15).

He also emphasized the need for seeding and mulching to be in place early enough for seeds to germinate and grass roots to start before heavy winter rains start (September 15). Any work after that date should be seeded and mulched as soon as possible after dressing the slopes.

Jerry Bauer gave a verbal okay for the channel changes indicated on the project but will review some features with Jim Lauman before making a final decision.

WEC:ab
cc: Jim Lauman, Fish and Wildlife, Portland
Jerry Bauer, Fish and Wildlife, Roseburg
M. A. Anderson
Richard Lenz
L. K. Watson
Jack Sullivan

1 Versteeg ✓
2 Christensen RDC
George
Olson
Terpin
Sullivan
Scott
Savage

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1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 18, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineering Supervisor

TO: MEMO TO THE FILES

SUBJECT: Comstock-Anlauf Interchange
Pacific Highway
Douglas County
Status of Structures

Len Wallace expects the final plans to be completed on the following structures as noted:

1. Undercrossing of the Umpqua Highway - February 1, 1978
2. Buck Creek County Road Overcrossing - February 1, 1978
3. S.P.R.R. Overcrossing - March 1, 1978
4. Pass Creek Bridge - February 1, 1978
5. Two 12' x 8' R.C.B.C. with Baffels - January 1, 1978

DOC
#3 March 1 is late?

March 1 = 8wks prior to letting. Will have to have in specs by this date. DOC

LKW:ab
cc: L. L. Wallace

1 Versteeg
2 Christensen DOC
George
Olsen
Terpin
Sullivan
Scott
Savage

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NOV 22 1977
ENGINEERING SECTION

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Hager
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BY FINAL DESIGN ENGINEER

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1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Eugene, Oregon

Nov. 18, 1977

FILE:

For:

FROM: D. W. Greene
Resident Engineer

TO: Duane Christensen
Final Design Engr.
Salem, Or.

SUBJECT: Weyerhaeuser Access Rd.
Martin Cr. - Comstock
Pacific Highway
Douglas County

Enclosed is a sketch map indicating the Right of Way needed from the Potter property for the above listed access road which is to be constructed by Weyerhaeuser Company.

The delay in furnishing this information was due to Weyerhaeuser having to revise the location of the access road. Since Weyerhaeuser was advised we were going to require 80+ acres for a Senic strip all cooperation has went out the window and they inferred and in fact did relocate this alignment when it best fit their schedule.

DWG:wn
encl.
cc: J. Gix
Virgil Wilson

Versteeg ✓
✓ Christensen DDC
George
Olsen
Turpin
Sullivan
Dixon
Savage

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NOV 25 1977
ENGINEERING SECTION

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✓ Cole WEC
Sample
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BY FINAL DESIGN ENGINEER

1031

November 14, 1977

Mr. Vern Cusack
Assistant Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Cusack:

Oregon Project I-5-3(-)162
Martin Creek-Comstock Section
Pacific Highway
Douglas and Lane Counties
Your File HB.3-OR

By a copy of this letter, I am asking Mr. Versteeg to develop estimates for asphaltic concrete and continuously reinforced concrete pavements for the above-mentioned section of the Pacific Highway.

These estimates will be used to determine which pavement will be used in reconstruction of that section. As soon as we determine which method is our preference, we will submit to you our recommendation together with the estimates of cost for both alternatives.

I do not agree with the suggestion of Glenn Hossner, which is to request bids on both pavement types. I believe we should determine which pavement structure will do the best job and then call for bids on that style of construction. This is the way I plan to proceed.

Very truly yours,

E. S. Hunter
Technical Services Engineer

ESH:ja

bc F. B. Klaboe
J. H. Versteeg (enc.)
Bud Shirley "

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 7, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project I-5-3(-)162
Martin Creek-Comstock Section
Pacific Highway
Douglas & Lane Counties

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

—Not in Gen. File 11-9-77

Mr. Versteeg's October 25, 1977 letter explains the additional effort and possibility of error in preparing alternate plans for the A.C. and CRCP pavement structures for the subject project. I agree that numerous and complex differences exist in both design and construction of the two different pavement structures. These differences have complex ramifications effecting construction costs. Due to the magnitude of the work contemplated, these costs could aggregate into a substantial amount of money.

I feel these two pavement types should be refined into separate alternative plans. I recognize preparation of final plans for the A.C. alternate will require extra preliminary engineering funds. Again, due to the magnitude of construction involved, this extra design effort is warranted.

I do not understand why Mr. Versteeg feels it is not practical to include the alternate pavement types in the proposal. I suggest we meet to discuss this matter before making a final decision.

G. L. Green

RECEIVED
TECHNICAL SERVICES
NOV 9 '77
REFER TO

FOR

Info	Immed	R/D	D/R	Sign	Act	File

1037

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 14, 1977

FILE:

FROM: J. H. Versteeg
Head of Engineering

TO: MEMO TO THE FILES

RECEIVED
TECHNICAL SERVICES

NOV 15 '77

REFER TO

FOR

Info	Invest	R/D	D/R	[illegible]	Act	File

SUBJECT: Weyerhaeuser Access Road
Martin Creek-Comstock Section
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

Mr. Gix in his letter of August 22, 1977, proposed that a connecting road be constructed across property owned by W. and B. L. Potter to provide access to the Weyerhaeuser property. The reasons given were to minimize the access settlement with Weyerhaeuser and to provide a less noticeable access road through the scenic easement area.

Mr. Cole in his memo of September 1, 1977, stated the following:

"This meeting was held to evaluate the proposal to minimize our access settlement with Weyerhaeuser....

"Due to the steep terrain encountered in this area Jim Gix will have Resident Engineer D. Greene and a Weyerhaeuser representative locate the proposed access road alignment including a profile and cross-section. Final Design will then submit the right-of-way requirements (through the Potter property) to the Right-of-Way Description Unit.

"Rod Henry will confer with Region Right-of-Way and if during negotiations with B. L. Potter no condemnation is required, this parcel will be deeded to Weyerhaeuser for the construction of the access road."

On November 14, 1977, Rod Henry called concerning the tight schedule for the acquisition of right-of-way on the Martin Creek-Comstock Section of I-5. He asked if anything could be done to expedite a decision on the Weyerhaeuser access problem.

I called Bud Shirley November 14, 1977, concerning this problem and he stated the following: "They (Bud Shirley, Doug Greene, Jim Gix and Virgil Wilson) were working on the resolution of the Weyerhaeuser access problem but had not come up with a final agreement on the access road. They realize that this is a priority project. They are working on the problem and expect to meet the schedule proposed for this project."

This Martin Creek-Comstock Project is on the November 1977 Contracting Schedule for a bid opening on April 27, 1978. It will be necessary to expedite all the activities related to this project to meet this schedule.

JHV:jh

cc: E. S. Hunter
Alfred Shirley
Rod Henry
Floyd Scott

1037

JAMES A. REDDEN
ATTORNEY GENERAL

~~JAMES W. DURHAM~~
~~DEPUTY ATTORNEY GENERAL~~

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building
November 3, 1977

Roger P. Campbell
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1193

Dear Mr. Campbell:

Enclosed is an original and eight copies of the application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Lane County and five copies are for use by your office.

Very truly yours,

JAMES A. REDDEN
Attorney General

RIGINAL SIG
CK L. SOLL

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosures
cc: ✓H. S. Coulter
D. E. Swan
C. T. Keasey
A. Shirley
James Chidsey

RECEIVED
STATE HWY ENGR
NOV 8 '77
TO
FOR

NOTED
H.S.COULTER

PUC Docket No. SXF__________

PUC Crossi No. C-621.68-A

DOT-AAR Crossing No. 756 377R

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of The State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763. 040, to
(020/030/040)

construct a separated crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of Goshen-Divide Section of Hwy. 99
(name of street or highway)

and Southern Pacific Transportation Company,
(name of railroad company)

Siskiyou,
(name of railroad main or branch line or other trackage)

near Divide, Lane County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection fund.
Estimate of dollar cost to fund: $__________

☒ Federal-Aid Highway System funds.*
Federal-aid Highway Act of 1976

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*
____

☐ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) X Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify) ________________________________

____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

Address: Transportation Bldg., Salem, OR 97310

2. Statutory authority under which this application is made:

ORS 763.040
(ORS 763.020/030/040)

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

Railroad milepost 621.68

City Divide

Nearest railroad station Anlauf

County Lane

The proposed project is to be in the SW 1/4 of the SW 1/4 of Section 12, Township 21S, Range 4W, W. M.

4. Name of public highway involved in this project:

Goshen-Divide Section of Hwy. 99

Name of public authority with jurisdiction over this highway:

Oregon Department of Transportation, Highway Division

5. Name of railroad involved in this project: Southern Pacific Transportation Co.
(include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

a. Southern Pacific Transportation Co.
b. Lane County
c.
d.
e.
f.

Have you served each of these parties with a copy of this application?

No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

Form AX-1/75

7. Describe the project in detail (including its purpose):

Construct 270' (93'-101'-76' spans) Type V prestressed concrete beam bridge to carry Goshen-Divide Hwy. over the railroad to enter and exit Interstate 5. Remove existing overcrossing, C-621.68-A which is 600 feet west of new overcrossing.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes

If yes, why? Separation of highway and railroad traffic.

9. Is the crossing involved (to be) a separated crossing? Yes

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ______

If no, why not? ______

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: ______

(2) Width---The highway is _____ feet wide at the crossing at present; after completion of the project, it will be _____ feet wide at the crossing; consisting (from

_______ to _______) of:
(N or E) (S or W)

At present--	After completion--
Shoulder* of _____ feet	Shoulder of _____ feet
___lane(s) at _____ ft.each	___lane(s)at _____ ft.each
Median of _____ feet	Median of _____ feet
___lane(s) at _____ ft.each	___lane(s)at _____ ft.each
Shoulder of _____ feet	Shoulder of _____ feet

Explanation, if necessary ____

____

____

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---	At present:	After completion:
Type of surface on traveled way:		
on approaches	________________	________________
at crossing	________________	________________
Type of surface on shoulders:	________________	________________
Condition of surface:		
on approaches	________________	________________
at crossing	________________	________________
Is the highway curbed on the approaches?	________________	________________

(4) Gradient, going toward crossing on--	At present:	After completion:
_______ approach (N or E)	± _________%	± _________%
_______ approach (S or W)	± _________%	± _________%

(5) Nearest public roadway intersection on each approach--

(a) ________ approach: ______ft; ADT ____________
(N or E)

(b) ________ approach: ______ft; ADT ____________
(S or W)

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) ________; (b) ________.
(yes/no) (yes/no)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

____

____

____

____

____

b. The Railroad

	At present:	After completion:
(1) Number of tracks---	______	______

Name of each track from ________ to ________:
(N or E) (S or W)

____

____

____

____

____

(2) Angle of intersection--- ________° ________°

If more than one track-highway angle exists, please give details below, track by track:

____

____

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

____

____

____

(4) Nearest switch---

	At present:	After completion:
________ (N or E) of crossing:	________ft	________ft
________ (S or W) of crossing:	________ft	________ft

(5) Rail through crossing---

	At present:	After completion:
Weight of rail (lbs/yard):	________	________
Year installed:	________	
Year manufactured:	________	

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs: ____

____

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 1600; After completion: 1600;

Expected 5 years after completion: 1850.

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on ________ (N or E) approach:	________mph	________mph
on ________ (S or W) approach:	________mph	________mph
At crossing:	________mph	________mph
Posted speed limit on approaches:	________mph	________mph

(3) Direction of traffic flow: ____________ (N & S, etc.) ____________

b. The Railroad

(1) Train movements---
(avg per day)

	At present:	Expected after completion:
Freight trains:	6	6
Switching movements:	0	0
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	________mph	________mph
Typical:	________mph	________mph
Slowest normal:	________mph	________mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

The motor vehicle operator can see along the railroad . . .

______ (N or E) approach: _____ft to right; _____ft to left

______ (S or W) approach: _____ft to right; _____ft to left

(2) From a "safe stopping distance" (see table on Page 8) on the . . .

The motor vehicle operator can see along the railroad . . .

______ (N or E) approach: _____ft to right; _____ft to left

______ (S or W) approach: _____ft to right; _____ft to left

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? ________ (yes/no)

If yes, please explain by what and at what point it will be obstructed:

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________ (yes/no)

If yes, explain how you propose to overcome this problem:

____

____

____

If no, why not?

____

____

____

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectorized crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: ______________________________

Number of such devices: _____; To be located as follows: ______________

____

____

(1) Who will perform the installation? ____________________

(2) Estimated cost of installation: $______________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

*** Include cost of furnishing the protective device(s).

b. Protection type: ____

Number of such devices: _____; To be located as follows: ____________

____

____

(1) Who will perform the installation? _____________________________

(2) Estimated cost of installation: $_______________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
______________________________	__________
______________________________	__________
______________________________	__________

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
______________________________	__________
______________________________	__________

c. Protection type: ____

Number of such devices: _____; To be located as follows: ____________

____

____

(1) Who will perform the installation? _____________________________

(2) Estimated cost of installation: $_______________***.

*** Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

Estimated cost of this portion: $____________.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ____________________

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ____________________

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ____________________

18. Who will pay for [illegible] maintenance?

a. Between the rails and for a distance of two feet outside thereof: ______

b. Remainder of crossing area: ______

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

______

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? ______

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

______

SECTION III. Separated Crossings

20. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? N/A (yes/no)

If no, please give reasons why attenuators are not necessary:

______

21. Who will construct the structure?

a. Oregon Department of Transportation, Highway Division

b. ______

22. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation, Hwy. Div.	100

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon Department of Transportation, Highway Division

b. All highway appurtenances: Ore.Dept. of Trans., Hwy. Div.

c. Above the bottom of the beams plus the beam-bearing assemblies:

Ore. Dept. of Trans., Hwy. Div.

d. Railroad tracks, railroad drainage and all railroad facilities:

Southern Pacific Transportation Co.

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Ore. Dept. of Trans., Hwy. Div.

b. All highway appurtenances: Ore. Dept. of Trans., Hwy. Div.

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon Department of Transportation, Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Southern Pacific Transportation Co.

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? Ore. Dept. of Trans., Hwy. Div.

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes

If so, describe (and attach complete drawing): As shown on Dwg. 33007

27. Is a temporary crossing at grade necessary during the construction period?

No
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ________________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) ____________________________

____

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

____

____

____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ____________________________

____

Route B: ____________________________

____

30. How much circuity [illegible] involved in the use of each of these [illegible]o alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: ____

____

Route B: ____

____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ____

____

Route B: ____

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect: ____________________

____

____

____

33. What protective devices are currently installed at the crossing to be closed?

____

____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ________ (yes/no)

35. Who will close the crossing? ______________________________

36. Who will bear the expense of closing the crossing? ____________________

____

37. Who will ma ain the barricades, if any, at the sed crossing?

38. Who will pay for said maintenance?

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: C-622.20
2 crossbucks, 1 stop sign, 2 advance warning signs.

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: Public necessity and convenience

41. Other items of construction and cost distribution:

* * *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Dwgs.Nos. 33007 & 31574

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: 4, 5, 8, 9, 10, 11, 15

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 26 day of October, 1977.

C T Keasey
(Applicant)

James S. [illegible]
(Attorney)

I, C. T. KEASEY, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

C T Keasey

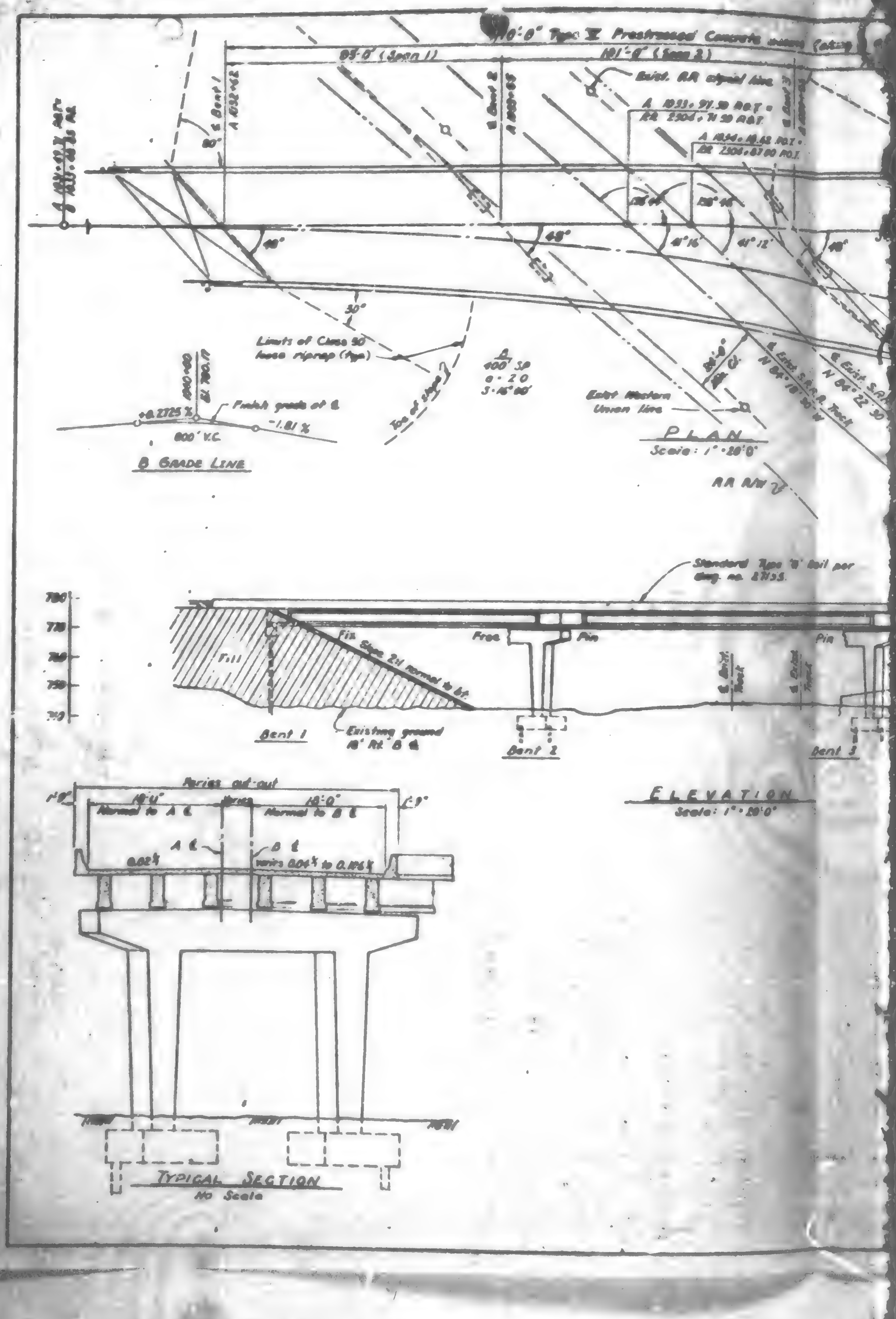
STATE OF OREGON }
County of } ss.

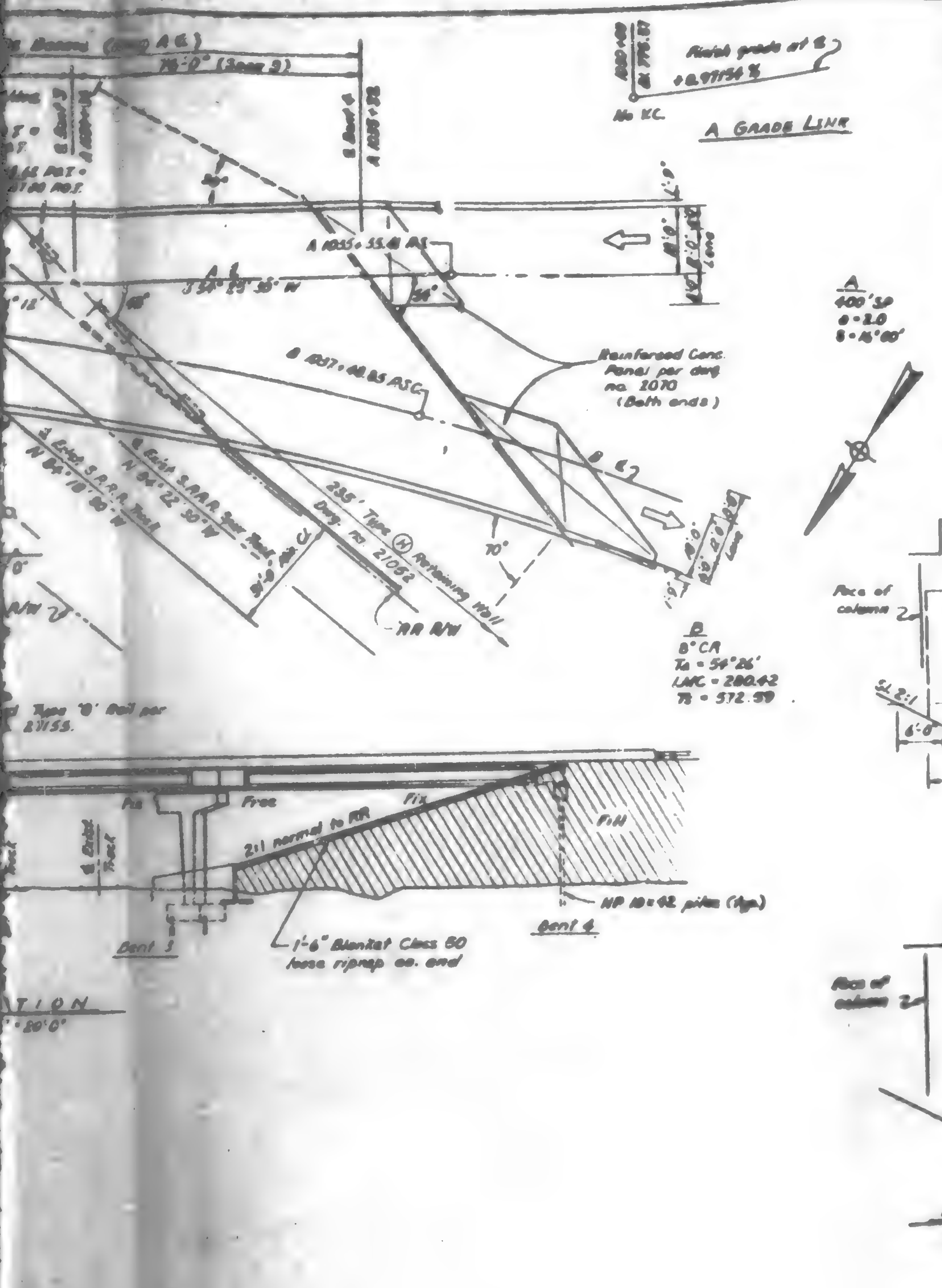
Subscribed and sworn to before me this 26 day of October, 1977.

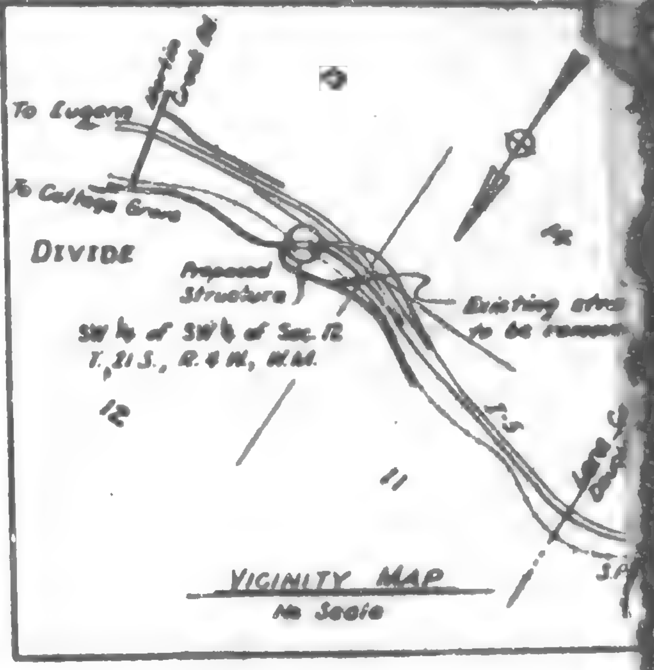
James S. [illegible]
(Notary Public for Oregon)

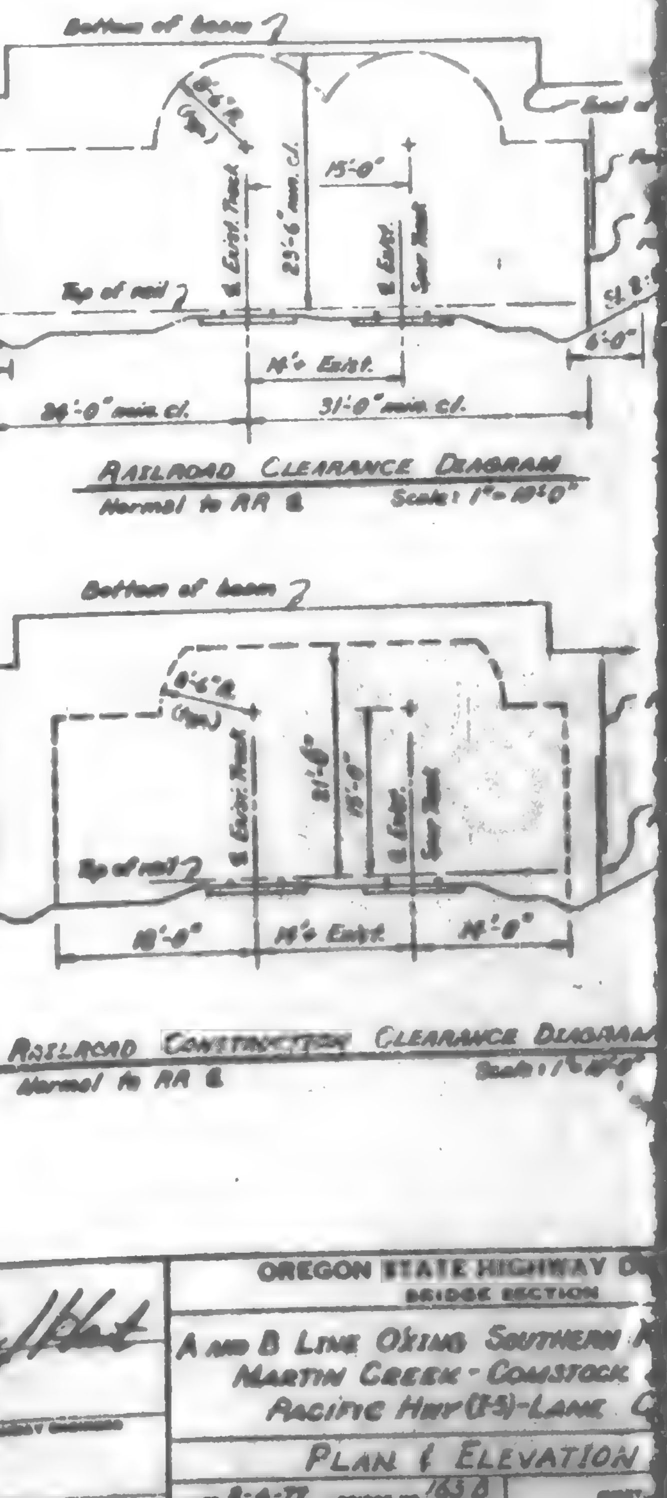
My Commission Expires: 12-15-80

Form AX-1/75
Signature Page


10'-0" Type V Prestressed Concrete ... Railing
83'-0" (Span 1)
101'-0" (Span 2)
Exist. RR signal line
℄ Bent 1
℄ Bent 2
℄ Bent 3
80°
A 1033+91.50 P.O.T. =
RR 2306+71.50 P.O.T.
A 1034+10.62 P.O.T. =
RR 2306+83.00 P.O.T.
126°44'
126°46'
49°
48°
41°16'
41°12'
30°
Limits of Class 50 loose riprap (typ)
Toe of slope
Δ
400' SP
a = 2.0
S = 15°00'
Exist. Western Union line
℄ Exist. S.P.R.R. Track
N 84° 18' 30" W
℄ Exist. S.P.R.R.
N 84° 22' 30"
RR R/W
PLAN
Scale: 1" = 20'0"
+0.2725 %
Finish grade at ℄
-1.81 %
800' V.C.
El. 780.17
B GRADE LINE
Standard Type '8' Rail per Dwg. no. 27155.
780
770
760
750
740
Fill
Fix
Slope 2:1 normal to bf.
Free
Pin
Bent 1
Existing ground 18' Rt. B ℄
Bent 2
Bent 3
ELEVATION
Scale: 1" = 20'0"
Varies cut-out
18'-0"
Normal to A ℄
Varies
18'-0"
Normal to B ℄
A ℄
B ℄
0.02%
varies 0.04% to 0.106%
TYPICAL SECTION
No Scale


Bottom of beam (Bent 3) A.G.
75'-0" (Span 2)
Finish grade at ℄ +0.97156%
No V.C.
A GRADE LINE
℄ Bent 4 A 1035+28
A 1035+55.18 P.S.
A ℄ S 54° 25' 30" W
A 400' SP e=2.0 S=15'00'
Reinforced Conc. Panel per dwg. no. 2070 (Both ends)
B 1037+48.85 A.S.C.
B ℄
℄ Exist. S.P.R.R. Spur Track N 84° 22' 30" W
℄ Exist. S.P.R.R. Track N 84° 18' 30" W
235' Type (H) Retaining Wall Dwg. no. 21052
RR R/W
70°
B 8° CR Ts = 54° 26' LMC = 280.42 TS = 572.59
Type "B" Rail per 21155
Pin Free Fix
℄ Exist. Track
2:1 normal to RR
Fill
HP 10×42 piles (typ.)
Bent 3 Bent 4
1'-6" Blanket Class 50 loose riprap co. and
TION
1" = 20'-0"


To Eugene
To Cottage Grove
DIVIDE
Proposed Structure
Existing struc. to be removed
SW ¼ of SW ¼ of Sec. 12 T. 21 S., R. 4 W., W.M.
12
11
I-5
SP
VICINITY MAP
No Scale


Bottom of beam
8'-6" R. (Typ.)
Face of column
25'-6" min. cl.
15'-0"
℄ Exist. Track
℄ Exist. Spur Track
Top of rail
Sl. 2:1
6'-0"
14'± Exist.
24'-0" min. cl.
31'-0" min. cl.
RAILROAD CLEARANCE DIAGRAM
Normal to RR ℄
Scale: 1" = 10'-0"
Bottom of beam
8'-6" R. (Typ.)
Face of column
21'-6"
15'-0"
Top of rail
10'-0"
14'± Exist.
14'-0"
RAILROAD CONSTRUCTION CLEARANCE DIAGRAM
Normal to RR ℄
Scale: 1" = 10'-0"

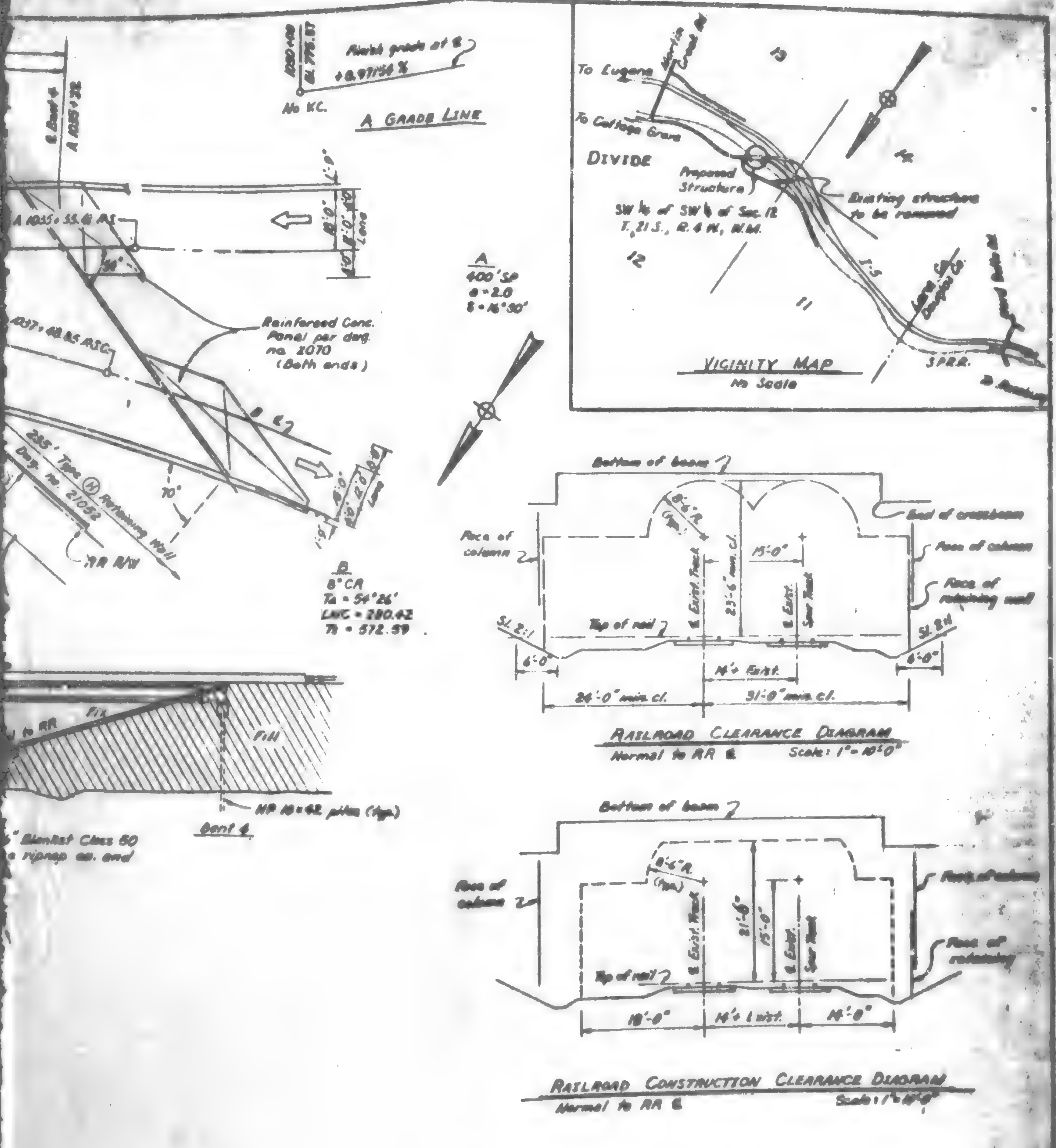
OREGON STATE HIGHWAY D
BRIDGE SECTION

A AND B LINE OXING SOUTHERN P
MARTIN CREEK - COMSTOCK
PACIFIC HWY (I-5) - LANE C

PLAN & ELEVATION

Walter J. Hart
ASST. STATE HIGHWAY ENGINEER

DATE 8-4-77 DESIGN NO. 1636
ACCOMPANIED BY DWGS.
DESIGNED HSB CHECKED
DRAWN VGA CAL. BOOK
DRAWING NO.


1050+00
El. 775.57
Finish grade at ℄
+0.97154 %
No V.C.
A GRADE LINE
℄ Bent 4
A 1035+32
A 1035+55.61 P.S.
56°
8'-0"
8'-0"
1'-0"
Lane
1037+48.85 ASC.
Reinforced Conc.
Panel per dwg.
no. 2070
(Both ends)
B ℄
70°
285' Type Ⓜ Retaining Wall
Dwg. no. 21052
RR R/W
A
400' SP
e = 2.0
S = 16°30'
B
8° CR
Ta = 54°26'
LWC = 280.42
Tb = 572.59
to RR
Fix
Fill
HP 10×42 piles (typ.)
Bent 4
" Blanket Class 50
riprap as. and
To Eugene
Martin Creek Rd.
To Cottage Grove
DIVIDE
Proposed
Structure
SW ¼ of SW ¼ of Sec. 12
T. 21 S., R. 4 W., W.M.
12
13
11
14
Existing structure
to be removed
I-5
Lane Co.
Douglas Co.
S.P.R.R.
VICINITY MAP
No Scale
Bottom of beam
8'-6" R.
(typ.)
End of crossbeam
Face of column
Face of column
15'-0"
23'-6" min. cl.
℄ Exist. Track
℄ Exist. Spur Track
Face of retaining wall
Top of rail
Sl. 2:1
Sl. 2:1
6'-0"
6'-0"
14' Exist.
24'-0" min. cl.
31'-0" min. cl.
Bottom of beam
8'-6" R.
(typ.)
Face of column
Face of column
21'-6"
15'-0"
℄ Exist. Track
℄ Exist. Spur Track
Face of retaining
Top of rail
18'-0"
14' Exist.
14'-0"

RAILROAD CLEARANCE DIAGRAM
Normal to RR ℄ Scale: 1" = 10'-0"

RAILROAD CONSTRUCTION CLEARANCE DIAGRAM
Normal to RR ℄ Scale: 1" = 10'-0"

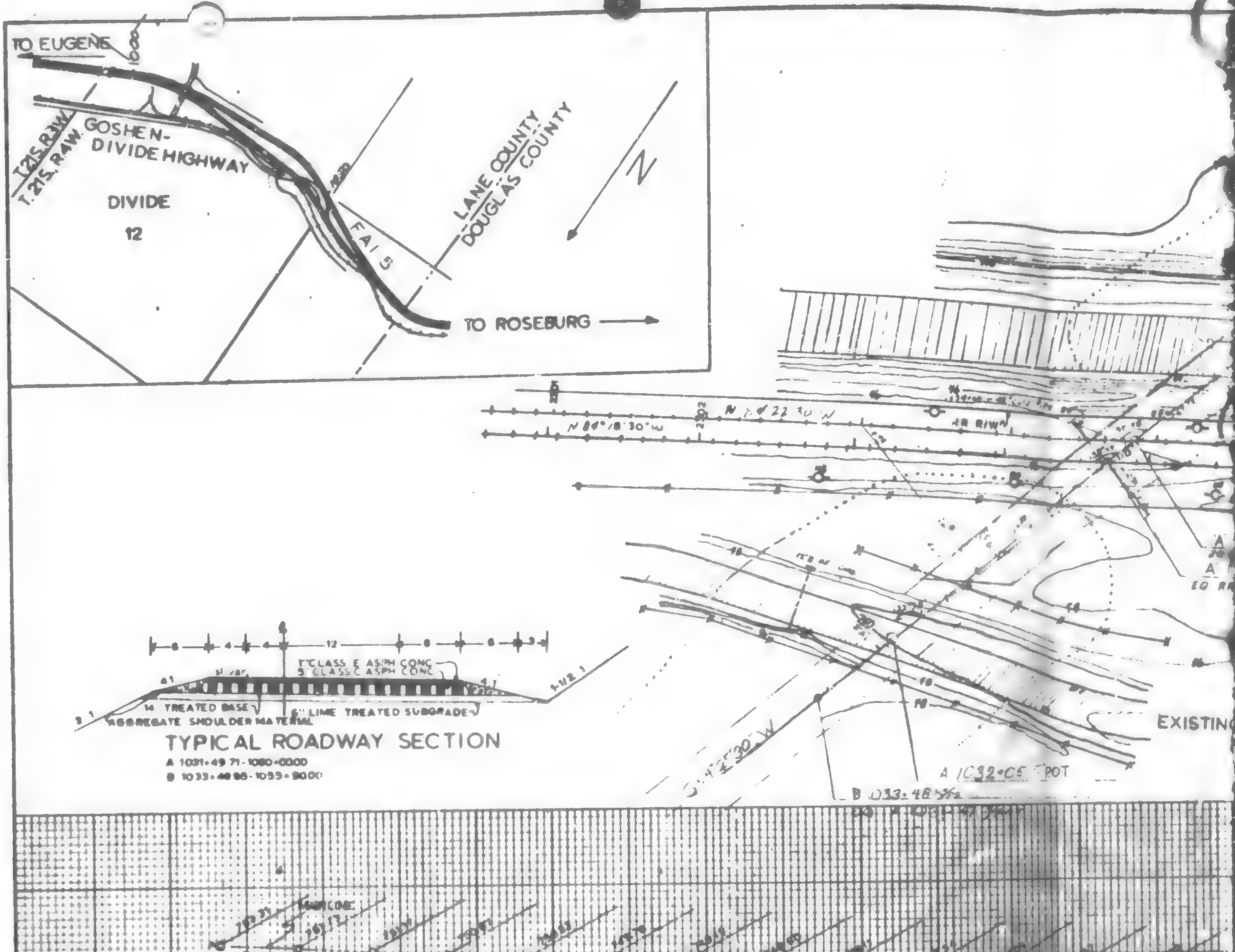
Walter J. Hart
ASST. STATE HIGHWAY ENGINEER
DESIGNED JGB CHECKED
DRAWN JGB CAL. BOOK

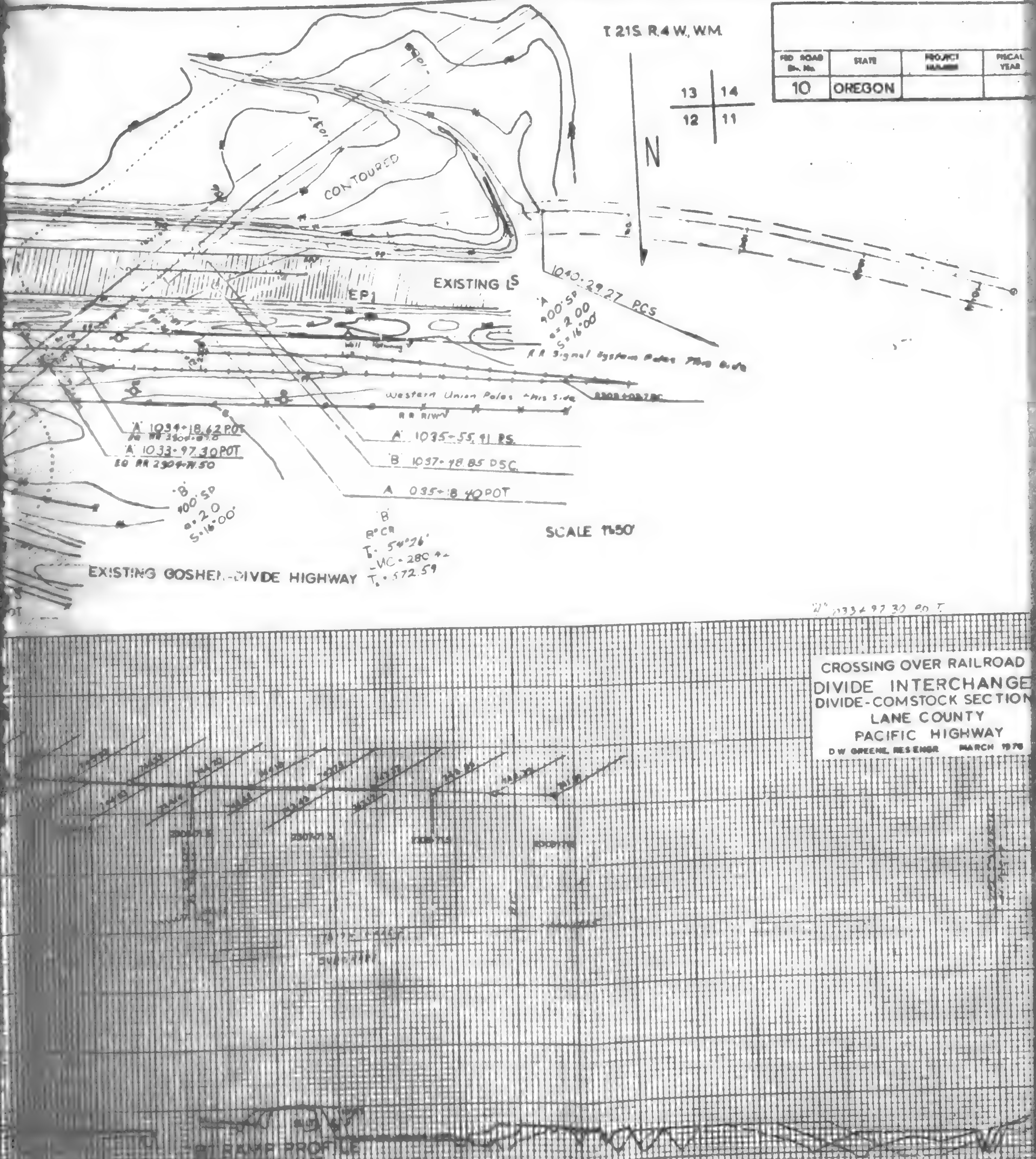
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

A AND B LINE O'XING SOUTHERN PACIFIC RR
MARTIN CREEK - COMSTOCK SECTION
PACIFIC HWY (I-5) - LANE COUNTY

PLAN & ELEVATION

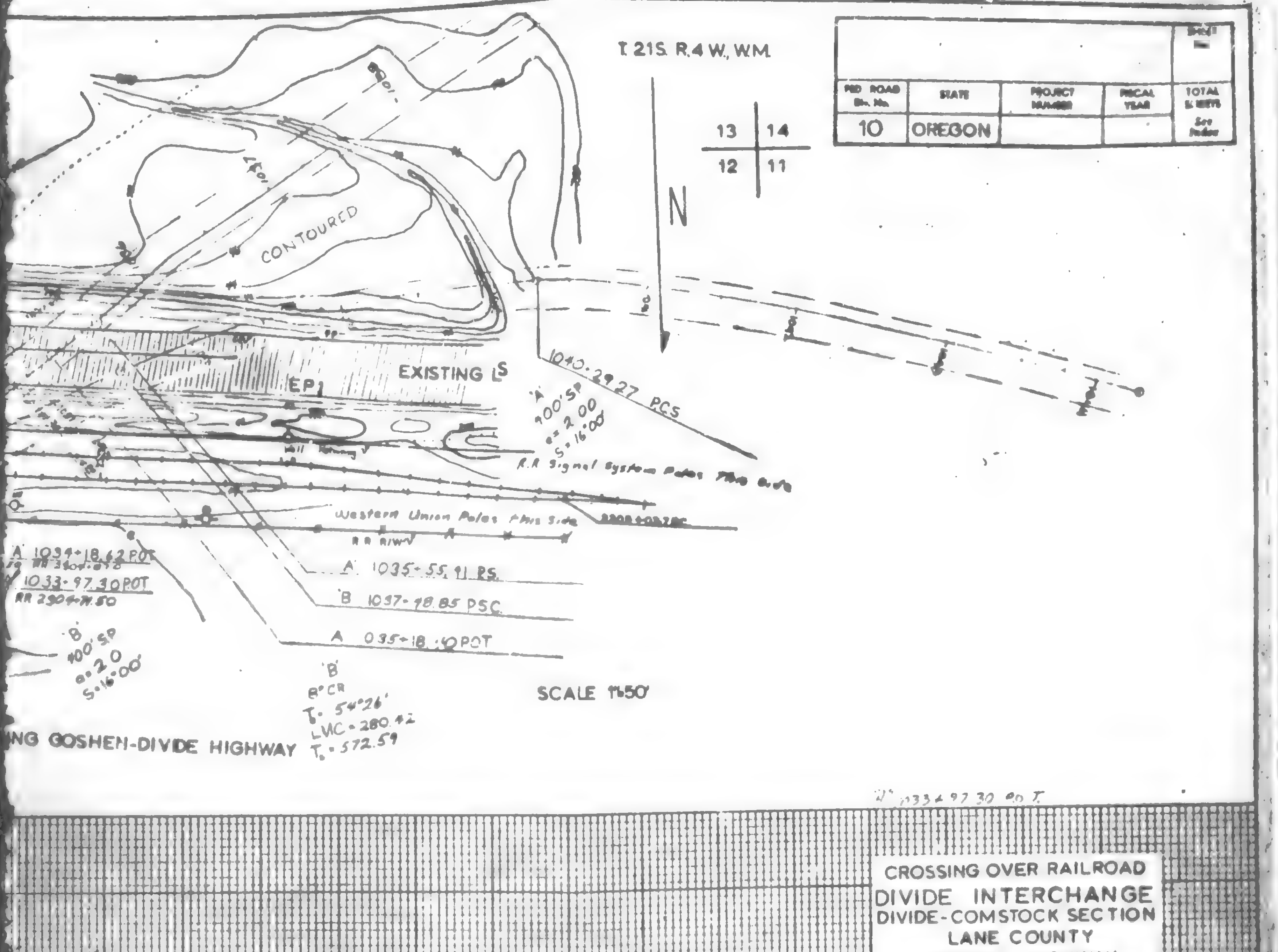
DATE 8-4-77 BRIDGE NO. 163 B
ACCOMPANIED BY DWGS.
SHEET 1 OF 1
DRAWING NO. 33007


TO EUGENE
T.21S. R.3W.
T.21S. R.4W.
GOSHEN-DIVIDE HIGHWAY
DIVIDE
12
LANE COUNTY
DOUGLAS COUNTY
N
FAI 5
TO ROSEBURG
N 84°18'30" W
EXISTING
A 1032+05 POT
B 1033+48.88
1" CLASS E ASPH CONC
5" CLASS C ASPH CONC
14" TREATED BASE
6" LIME TREATED SUBGRADE
AGGREGATE SHOULDER MATERIAL
TYPICAL ROADWAY SECTION
A 1031+49.71-1080+00.00
B 1033+48.88-1033+90.00
750
740
RAILROAD PROFILE ALONG TOP OF RAIL
780
770
760
750
740
"A" RAMP PROFILE
1030
1031
1032
1033
1034
1035


T 21 S. R.4 W., W.M.
13
14
12
11
N
CONTOURED
EXISTING ℄
EP1
1040+29.27 PCS
'A'
400' SP
a=2.00
S=16°00'
R.R. Signal System Poles This Side
Western Union Poles This Side
R.R. R/W
'A' 1034+18.62 POT
'A' 1033+97.30 POT
EG RR 2304+71.50
'A' 1035+55.91 PS
'B' 1037+48.85 PSC
'A' 1035+18.40 POT
'B'
400' SP
a=2.0
S=16°00'
'B'
8° CR
I=54°26'
MC=280±
T=572.59
SCALE 1"=50'
EXISTING GOSHEN-DIVIDE HIGHWAY
"A" 1033+97.30 PO.T.
RAMP PROFILE
1037
1038
1039
1040

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		

CROSSING OVER RAILROAD
DIVIDE INTERCHANGE
DIVIDE-COMSTOCK SECTION
LANE COUNTY
PACIFIC HIGHWAY
D.W. GREENE, RES. ENGR. MARCH 1976


T. 21S. R.4 W., W.M.
13
14
12
11
N
CONTOURED
EXISTING L^S
EP
1040+29.27 PCS
'A'
400' SP
e=2.00
S=16.00
R.R. Signal System Poles This Side
Western Union Poles This Side
R R R/W
'A' 1034+18.62 POT
1033+97.30 POT
RR 2904+14.50
A 1035+55.91 PS.
B 1037+98.85 PSC.
A 1035+18.40 POT
'B'
400' SP
e=2.0
S=16.00
'B'
8° CR
T=54°26'
LMC=280.42
T=572.59
SCALE 1"=50'
ING GOSHEN-DIVIDE HIGHWAY
"A" 1033+97.30 P.O.T.
PROFILE
1035
1036
1037
1038
1039
1040

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

CROSSING OVER RAILROAD
DIVIDE INTERCHANGE
DIVIDE-COMSTOCK SECTION
LANE COUNTY
PACIFIC HIGHWAY
D W GREENE, RES ENGR MARCH 1970

1-5

TABULATION SHEET

9037

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEETS

Comstock - Anlauf Intchg Section
Pacific Highway
Douglas County

Oct 31, 197[illegible]

Comparative Estimate Asph. Conc. VS. Reinforced P.C.C.

Alternate #1 - Asph. Conc.

Treated Subgrade	Sq Yd	30173	$0^{\underline{85}}$	\$25,647
Lime or Cement in T.S.	Ton	350	$75^{\underline{00}}$	26,250
Treated Base	"	23,467	$8^{\underline{00}}$	187,736
Cement or Asph in T.B.	"	1291	$75^{\underline{00}}$	96,825
Asphalt in Seal	"	38	$85^{\underline{00}}$	3,230
Class "B" or "C" Asph Conc.	"	29,631	$8^{\underline{50}}$	251,863
Asphalt in Mix	"	1926	$85^{\underline{00}}$	163,710
Class "E" Asph. Conc.	"	5730	$9^{\underline{50}}$	54,435
Asph. in Mix	"	402	$85^{\underline{00}}$	34,170
Cement Additive in Mix	"	59	$65^{\underline{00}}$	3835
				847,701
		+ 20% E & C		169,299
		Total		\$1,017,000

Alternate # 2 - Reinforced P.C. Conc

Class "B" or "C" Asph. Conc.	Ton	17,615	$8^{\underline{50}}$	\$149,727
Asphalt in Mix	"	1145	$85^{\underline{00}}$	97,325
Plant Mix Bit. Base	"	11,325	$7^{\underline{75}}$	87,769
Asph in Mix	"	623	$85^{\underline{00}}$	52,955
Reinforced P.C. Conc. Pvmt	Sq. Yd.	58,700	$12^{\underline{00}}$	704,400
				1,092,176
		+ 20% E & C		217,824
		TOTAL		\$1,310,000

9037 1-5

Salem, Oregon
October 31, 1977

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

49673 - Weyerhaeuser Co.
Martin Creek-Comstock Section
Pacific Highway
Douglas County

Attached is revised File 49673 which reflects the revisions requested in your letter of October 21, 1977 (Rec'd October 26, 1977).

Also attached are revised R/W prints of the area, your colored working map and a description of an exchange parcel of State-owned property, which you also requested.

By:
Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 21, 1977

FROM: J. B. Boyd
Right of Way Manager

TO: J. H. Versteeg, Design Engineer
Attention: Floyd Scott

SUBJECT: File #49675
Drain-Anlauf Section
Pacific Highway
Douglas County

I am transmitting a map which I have prepared showing the scenic strip to be obtained from the Weyerhauser Company which can be described as a revised parcel 2. The scenic strip is highlighted in yellow, the description is a metes and bounds as snown tyed to the curve points. Also at the same time we wish to describe a scenic strip across property owned by the Department of Transportation and described as the NW 1/4 of the NW 1/4 of Section 15. This also is a metes and bounds described from the curve points.

Also I wish you to write a description of the remainder of the NW 1/4 of the NW 1/4 in order that we may have an exchange parcel to negotiate with the WeyerhauserCompany. I would appreciate expeditious handling of these two descriptions in order that we may remain somewhere near the time line required for the Divide-Anlauf job.

Rec'd 10/26/77

JBB:lb

cc: E. S. Hunter
Alfred Shirley
Virgil Wilson /w/ map

1 Versteeg ✓
Christensen
George
2 Olson
Turpin
Sullivan
2 Scott
Savage

RECEIVED
OCT 26 1977
ENGINEERING
SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Revisions to
Boyd 10-31-77

9037

2

GENERAL FILES

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. Walter Barrie
Chief Counsel
Atten. Jack Sollis

DATE: October 25, 1977

Subject:
A and B Line Oxing SPRR
Martin Creek-Comstock Section
Pacific Hwy. (I-5)
Lane County
Bridge 163-B
PUC Application

FROM R. W. Ellison
Administration Engineer
Structural Design Section

ORIGINAL SIGNED
R.W. ELLISON

Enclosed is a completed application for a PUC Permit for the subject project. Also enclosed are twenty prints each of drawings 33007 and 31574, which are the vicinity map and plan and elevation respectively. Copies of these drawings are being sent to the Southern Pacific Transportation Company for approval.

We plan to receive bids for this project in April 1978.

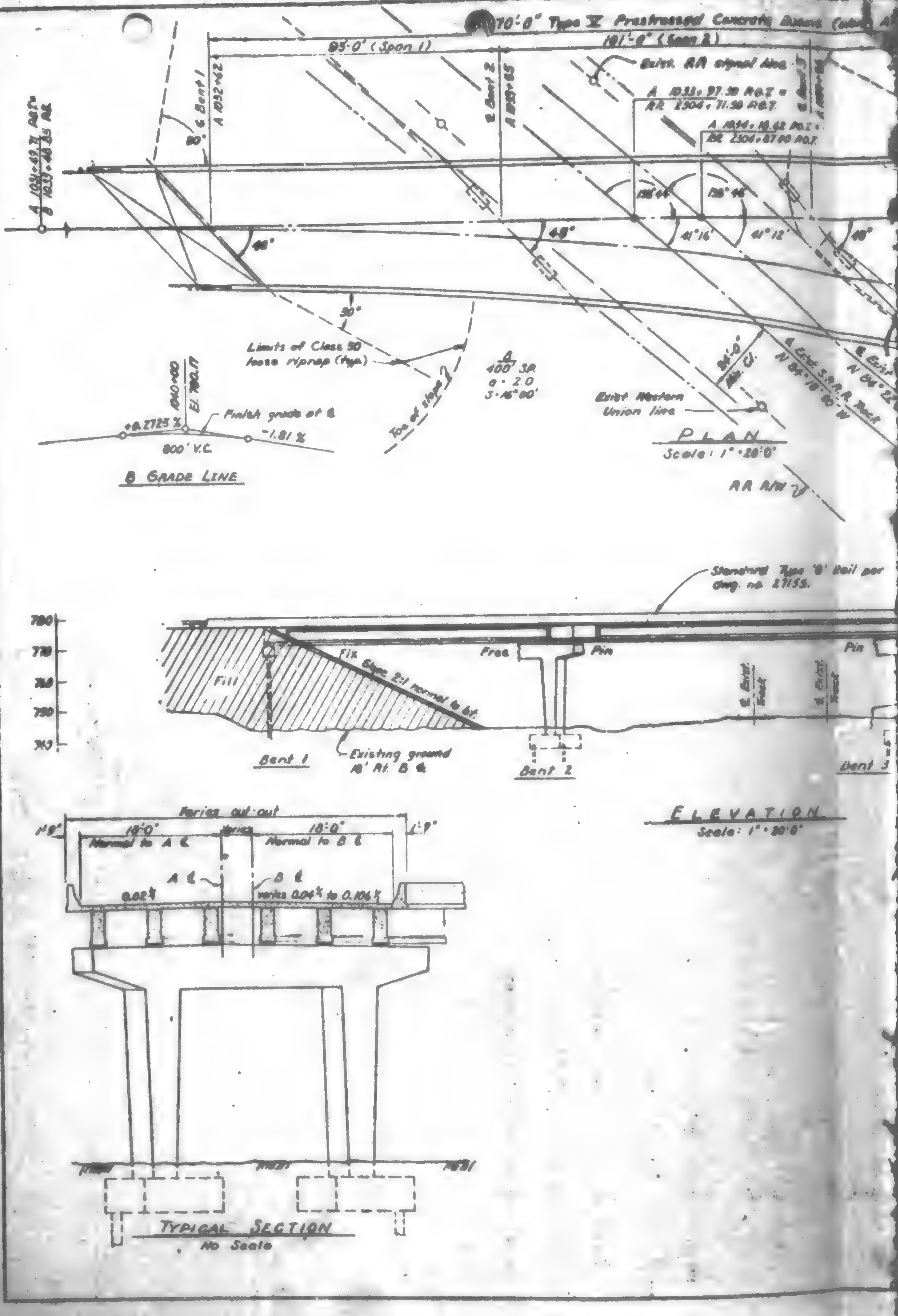
Please make a formal application to PUC for a permit for this structure.

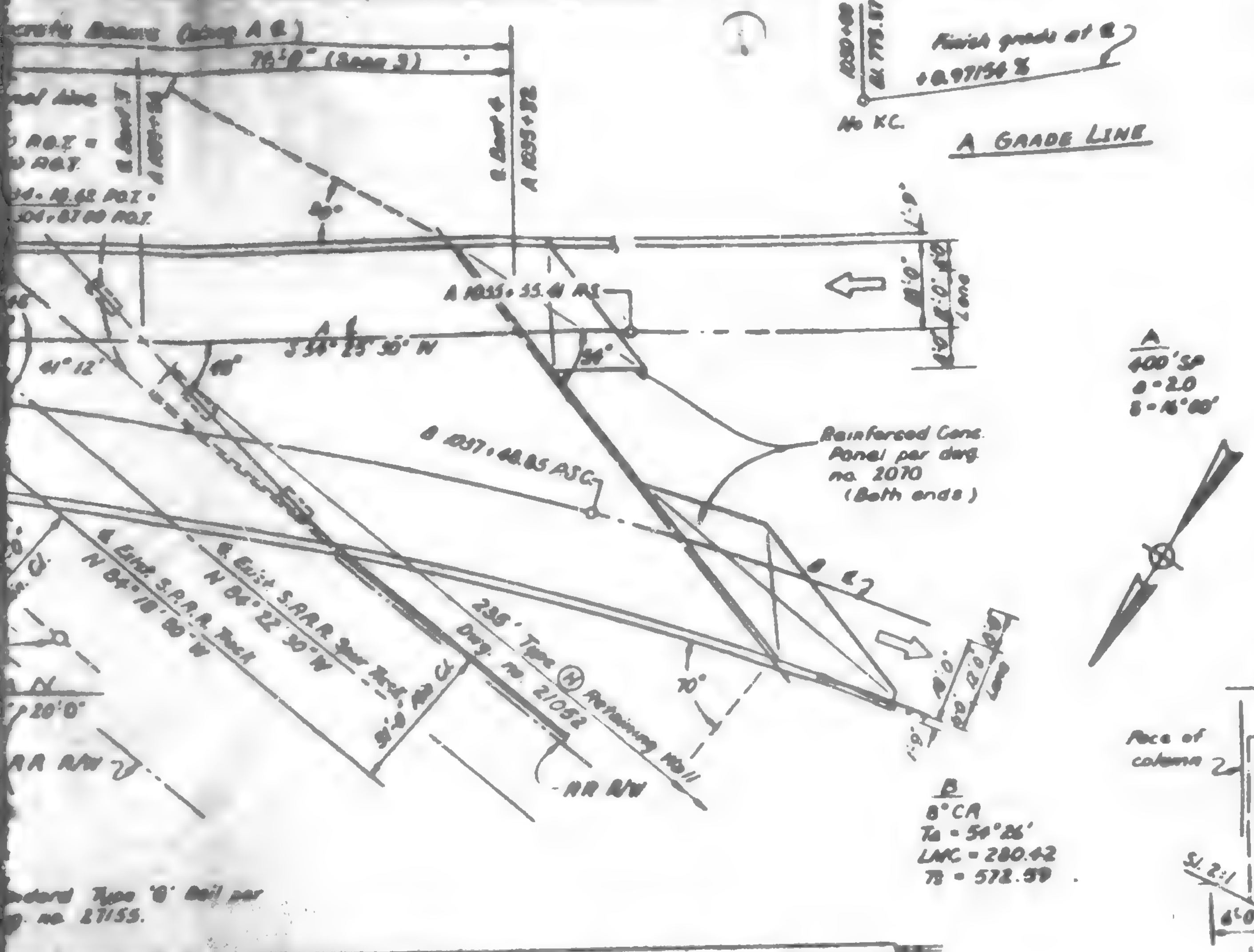
RWE:dh
Enclosure

cc E. S. Hunter /w/ encl.
Alfred Shirley /w/ encl.
James Chisey /w/ encl.

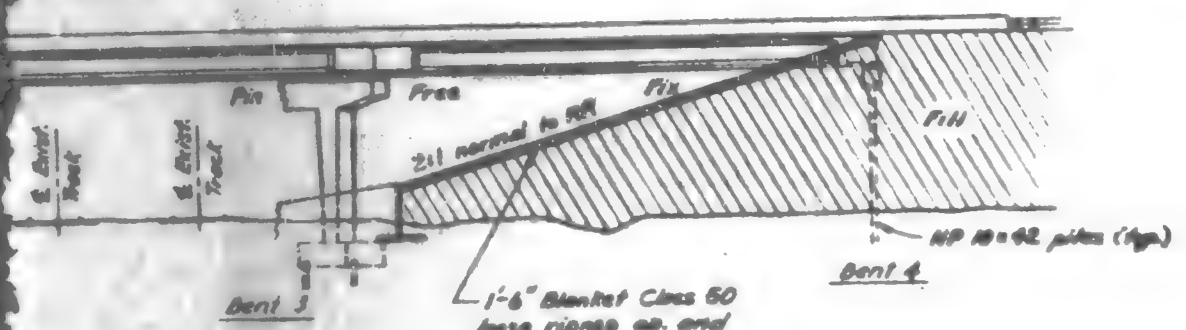
NOTED
J. H. VERSTEEG

RECEIVED
TECHNICAL SERVICES
OCT 26 '77
REFER TO
FOR


70'-0" Type V Prestressed Concrete Beams
95-0' (Span 1)
101'-0" (Span 2)
Exist. RR signal line
A 1031+49.71 P.O.T. =
B 1033+48.85 P.O.T.
80° ℄ Bent 1
A 1032+42
℄ Bent 2
A 1033+65
A 1033+97.50 P.O.T. =
RR 2304+71.50 P.O.T.
A 1034+10.62 P.O.T. =
RR 2304+87.00 P.O.T.
138°44'
138°48'
41°16'
41°12'
48°
48°
48°
30°
Limits of Class 50
loose riprap (typ.)
Toe of slope
B
100' SP.
a = 2.0
S = 15°00'
84'-0"
Exist. Western
Union line
℄ Exist. S.P.R.R. Track
N 84°18'00" W
℄ Exist.
N 84°2
RR R/W
PLAN
Scale: 1" = 20'0"
1040+00
El. 780.17
Finish grade at ℄
+0.2725 %
-1.81 %
800' V.C.
B GRADE LINE
Standard Type '8' Rail per
dwg. no. 27155.
780
770
760
750
740
Fill
Fix
Slope 2:1 normal to br.
Free
Pin
Pin
℄ Exist. Track
℄ Exist. Track
Bent 1
Existing ground
18' Rt. B ℄
Bent 2
Bent 3
ELEVATION
Scale: 1" = 20'0"
Varies out-out
1'-9"
18'-0"
Normal to A ℄
Varies
18'-0"
Normal to B ℄
1'-9"
A ℄
B ℄
0.02%
varies 0.04% to 0.106%
TYPICAL SECTION
No Scale

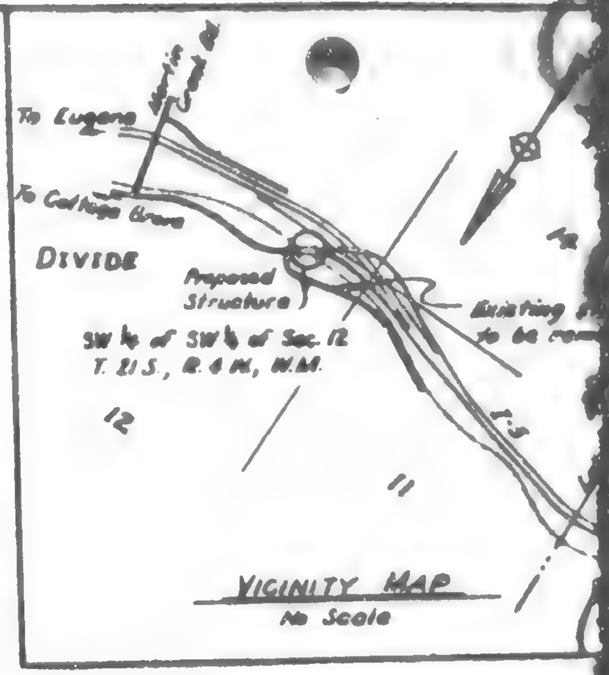


...crete Beams (along A ℄)
76'-0" (Span 3)
℄ Bent 3 A 1035+
℄ Bent 4 A 1035+32
1030+00 El. 773.57
Finish grade at ℄ +0.97156 %
No V.C.
A GRADE LINE
A 1035+55.41 P.S.
A 1037+68.85 P.S.C.
S 54°25'30" W
Reinforced Conc. Panel per dwg. no. 2070 (Both ends)
℄ Exist. S.P.R.R. Spur Track N 64°22'30" W
℄ Exist. S.P.R.R. Track N 64°18'30" W
238' Type (H) Retaining Wall Dwg. no. 21052
RR R/W
B ℄
A 400' SP Δ = 2.0 S = 16°00'
B 8° CR Ta = 54°26' LVC = 280.42 TS = 572.59
Standard Type '6' Rail per Dwg. no. 27155.



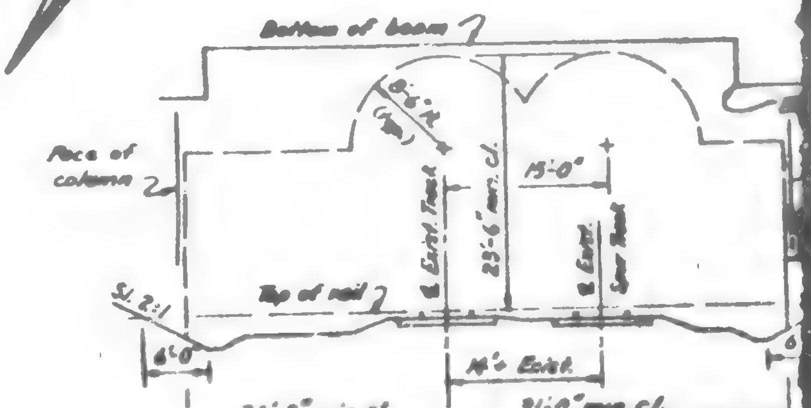
Pin
Free
Fix
Fill
2:1 normal to RR
℄ Exist. Track
℄ Exist. Track
HP 10×42 piles (typ.)
Bent 3
Bent 4
1'-6" Blanket Class 50 loose riprap ea. end

...VATION
...: 1" = 20'-0"



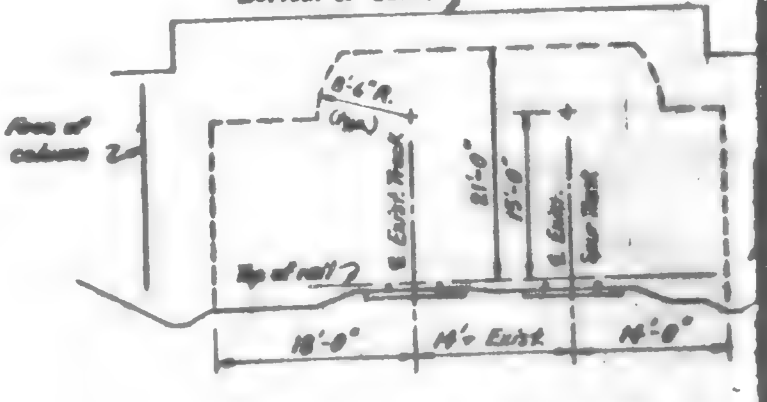
To Eugene
To Cottage Grove
DIVIDE
Proposed Structure
SW ¼ of SW ¼ of Sec. 12 T. 21 S., R. 4 W., W.M.
12
11
I-5
Existing ... to be ...

VICINITY MAP
No Scale



Bottom of beam
Face of column
8'-6" R. (typ.)
℄ Exist. Track
23'-6" min. cl.
15'-0"
℄ Exist. Spur Track
Top of rail
Sl. 2:1
6'-0"
14'± Exist.
24'-0" min. cl.
31'-0" min. cl.

RAILROAD CLEARANCE DIAGRAM
Normal to RR ℄ Scale: 1" = 10'-0"



Bottom of beam
Face of column
8'-6" R. (typ.)
℄ Exist. Track
21'-0"
15'-0"
℄ Exist. Spur Track
Top of rail
18'-0"
14'± Exist.
14'-0"

RAILROAD CONSTRUCTION CLEARANCE DIA...
Normal to RR ℄ Scale: 1"...

OREGON STATE HIGHWA...
BRIDGE SECTI...

A AND B LINE O'XING SOUTHE...
MARTIN CREEK - COMSTO...
PACIFIC HWY (I-5)-LAN...

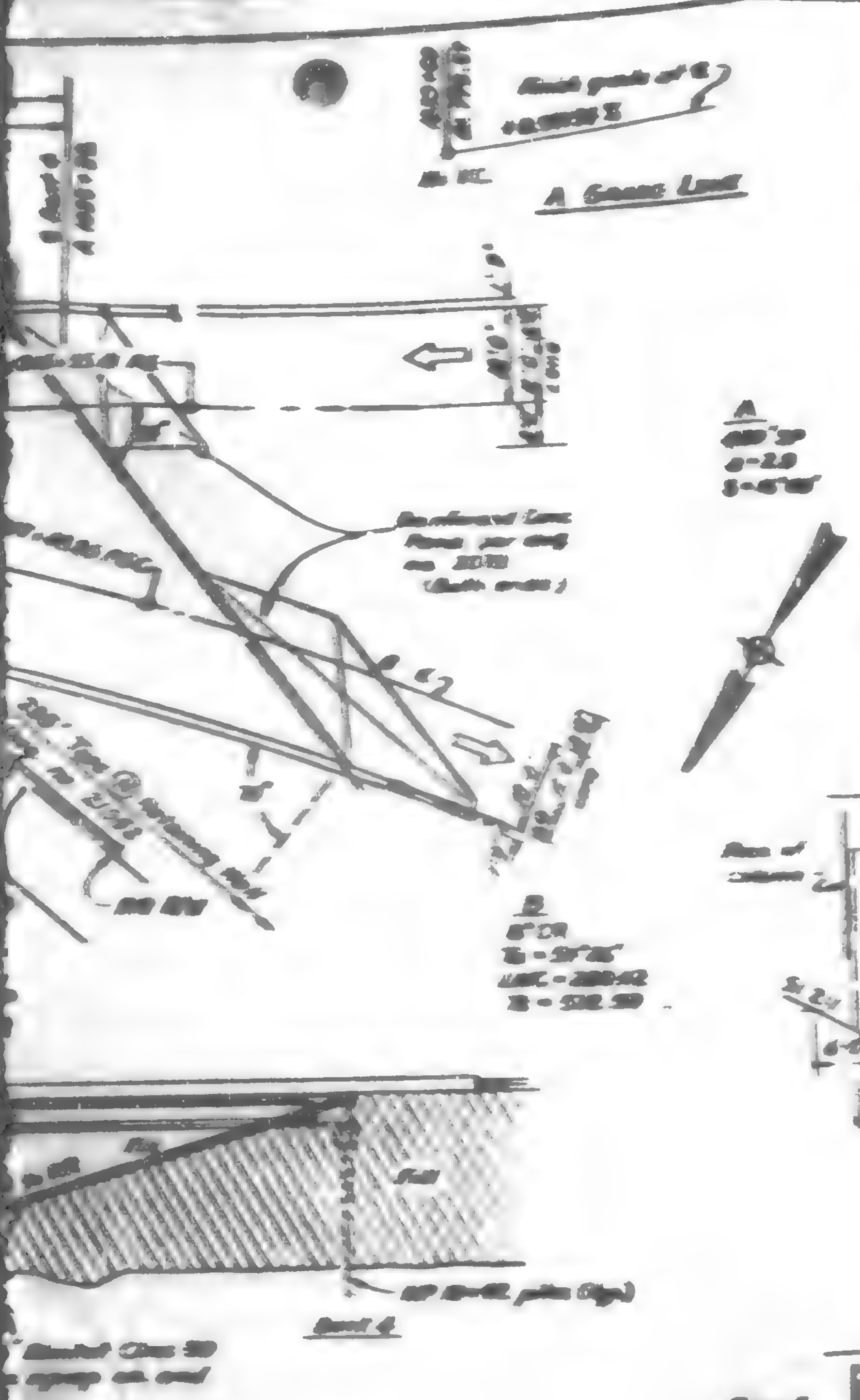
PLAN & ELEVAT...

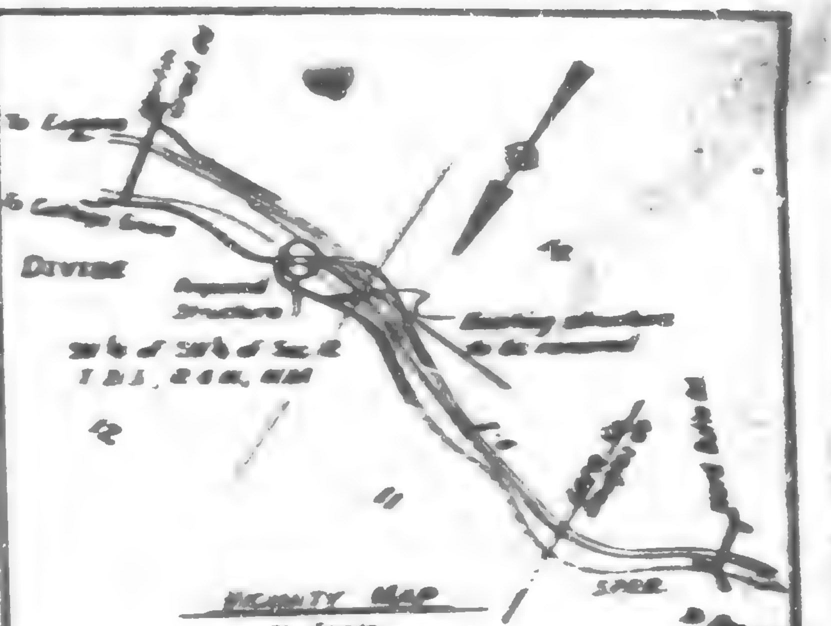
ASST. STATE HIGHWAY ENGINEER

DATE 8-4-77 BRIDGE NO. 163 B
ACCOMPANIED BY DWGS.

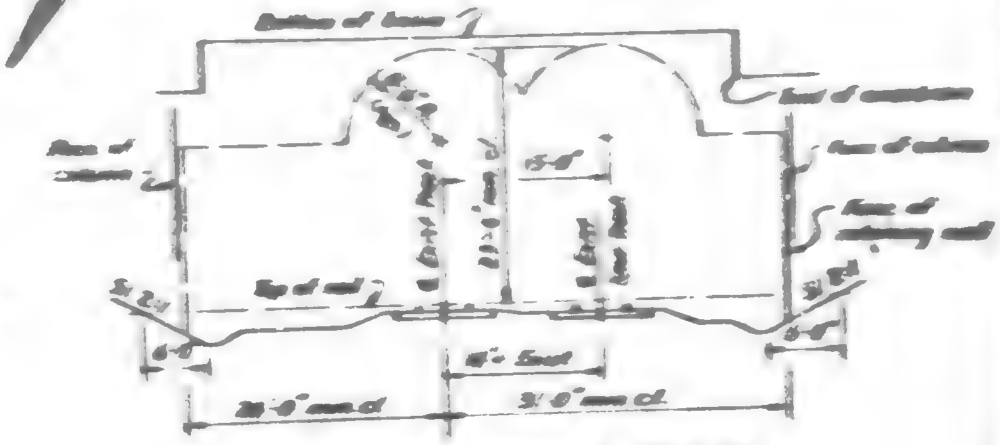
DESIGNED JGB CHECKED
DRAWN JGB CAL. BOOK

DRAWING...

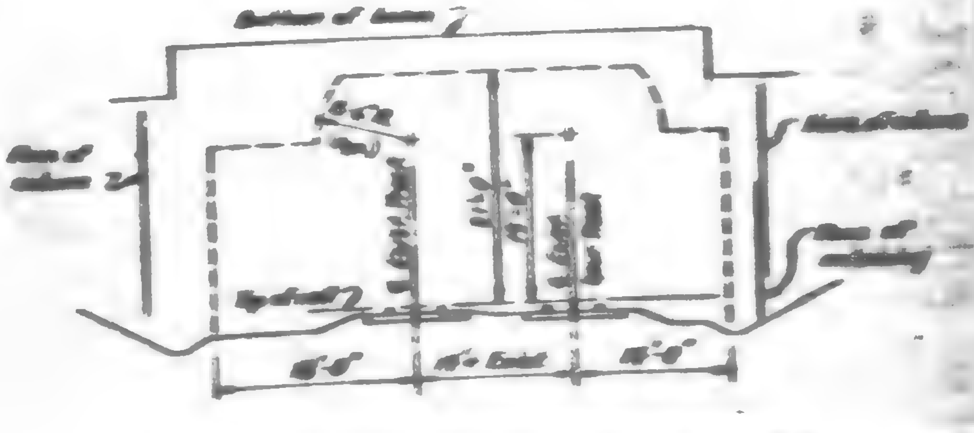

A Grade Line
Fill


Divide
S.P.R.R.

VICINITY MAP
no Scale


Bottom of beams
Top of rail
16' ± Exist.
15'-0"
6'-0"

RAILROAD CLEARANCE DIAGRAM
Normal to RR ℄ Scale: 1"=10'-0"


Bottom of beams
Top of rail
16' ± Exist.

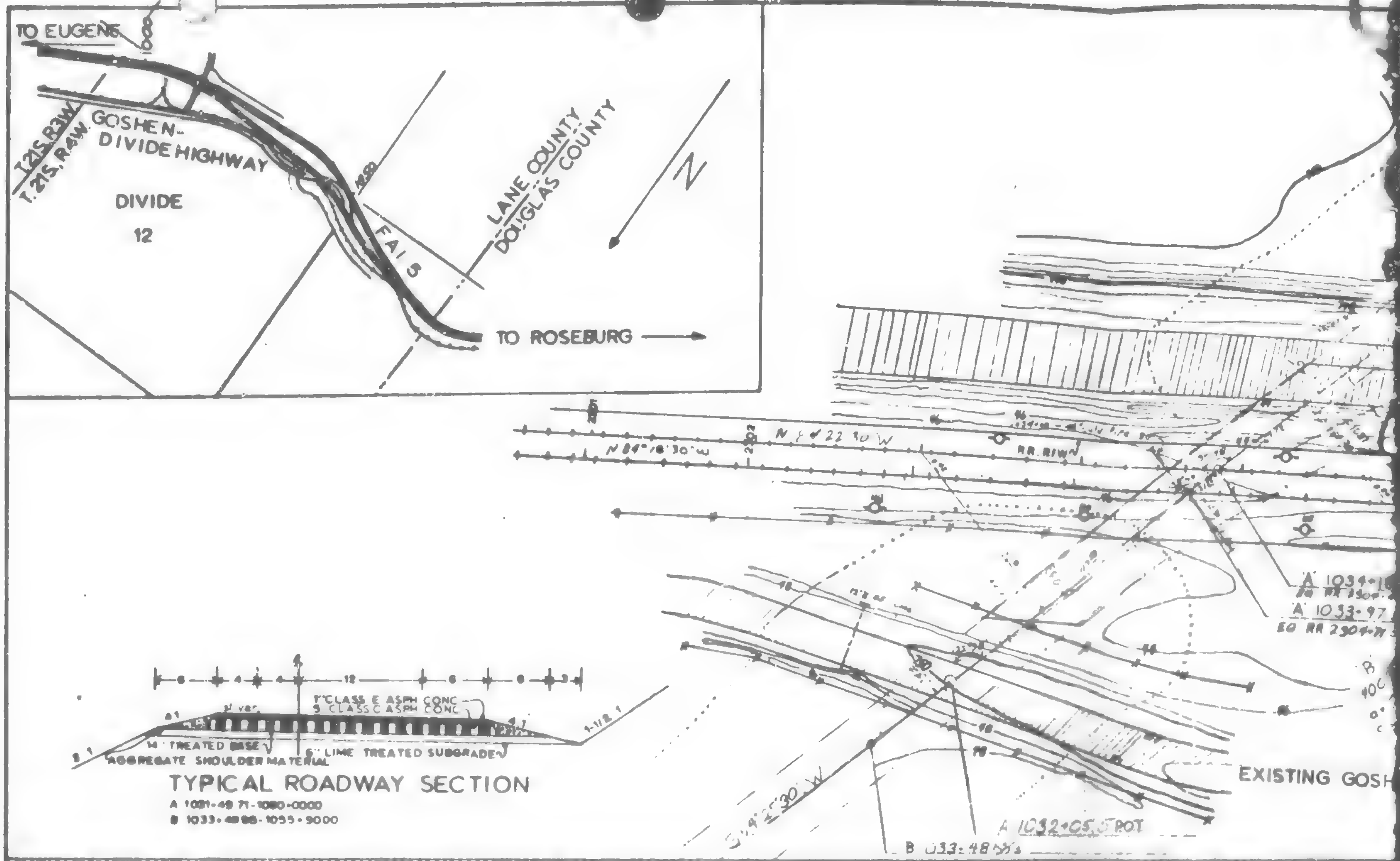
RAILROAD CONSTRUCTION CLEARANCE DIAGRAM
Normal to RR ℄ Scale: 1"=10'-0"

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

A and B Line Over Southern Pacific RR
Marion Creek - [illegible] Section
Pacific Hwy [illegible] - Lane County

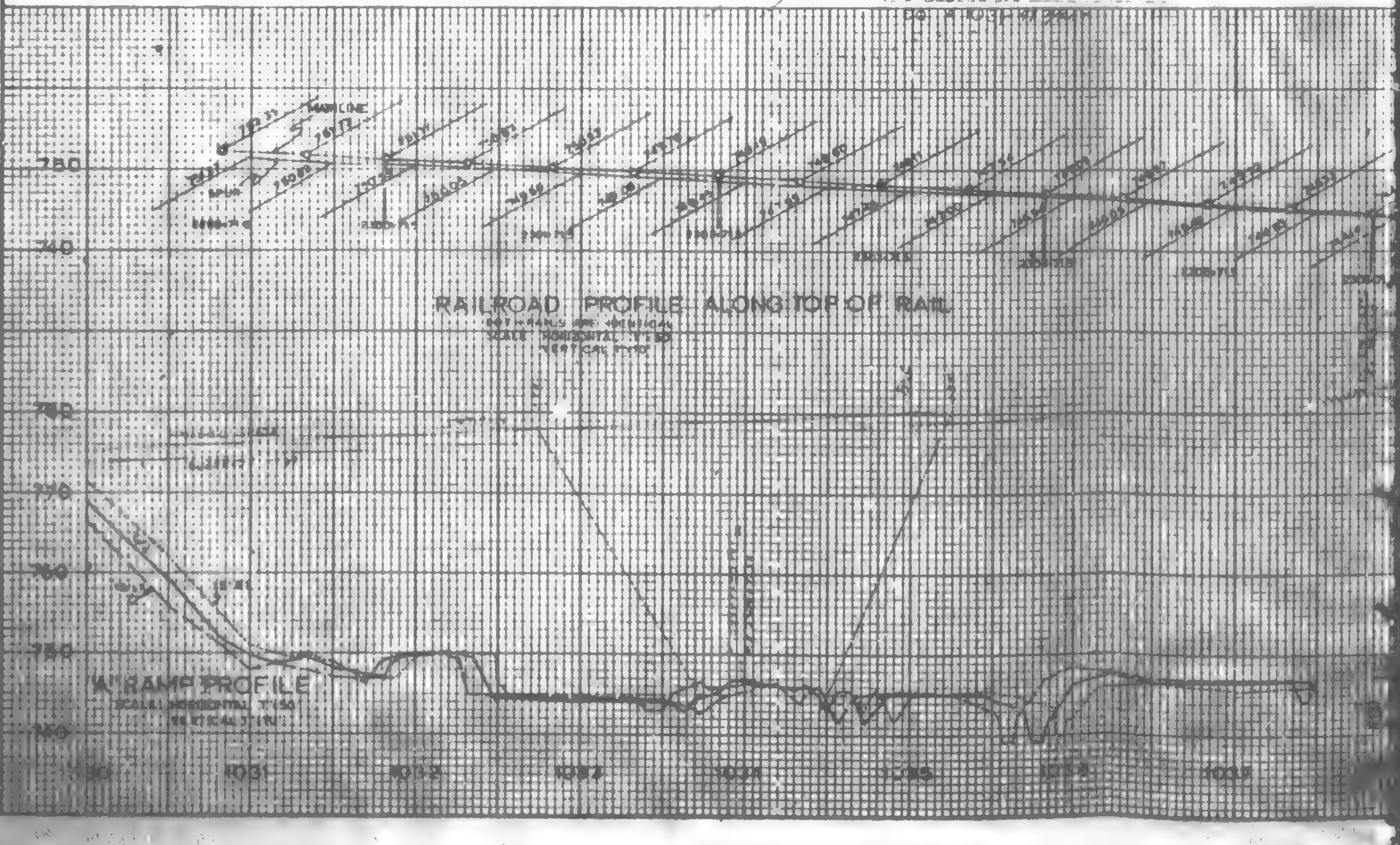
PLAN & ELEVATION

8-4-71
1 of 1
33007


TO EUGENE
T.21S.R3W
T.21S.R4W
GOSHEN-DIVIDE HIGHWAY
DIVIDE
12
FAI 5
LANE COUNTY
DOUGLAS COUNTY
N
TO ROSEBURG
N 84°18'30" W
N 84°22'30" W
RR. R/W
A 1034+1
A 1033+97
EXISTING GOSH
A 1032+05.5 POT
B 1033+48
1" CLASS E ASPH CONC
5" CLASS C ASPH CONC
14" TREATED BASE
6" LIME TREATED SUBGRADE
AGGREGATE SHOULDER MATERIAL

TYPICAL ROADWAY SECTION

A 1031+49.71-1080+0000
B 1033+4986-1055+9000

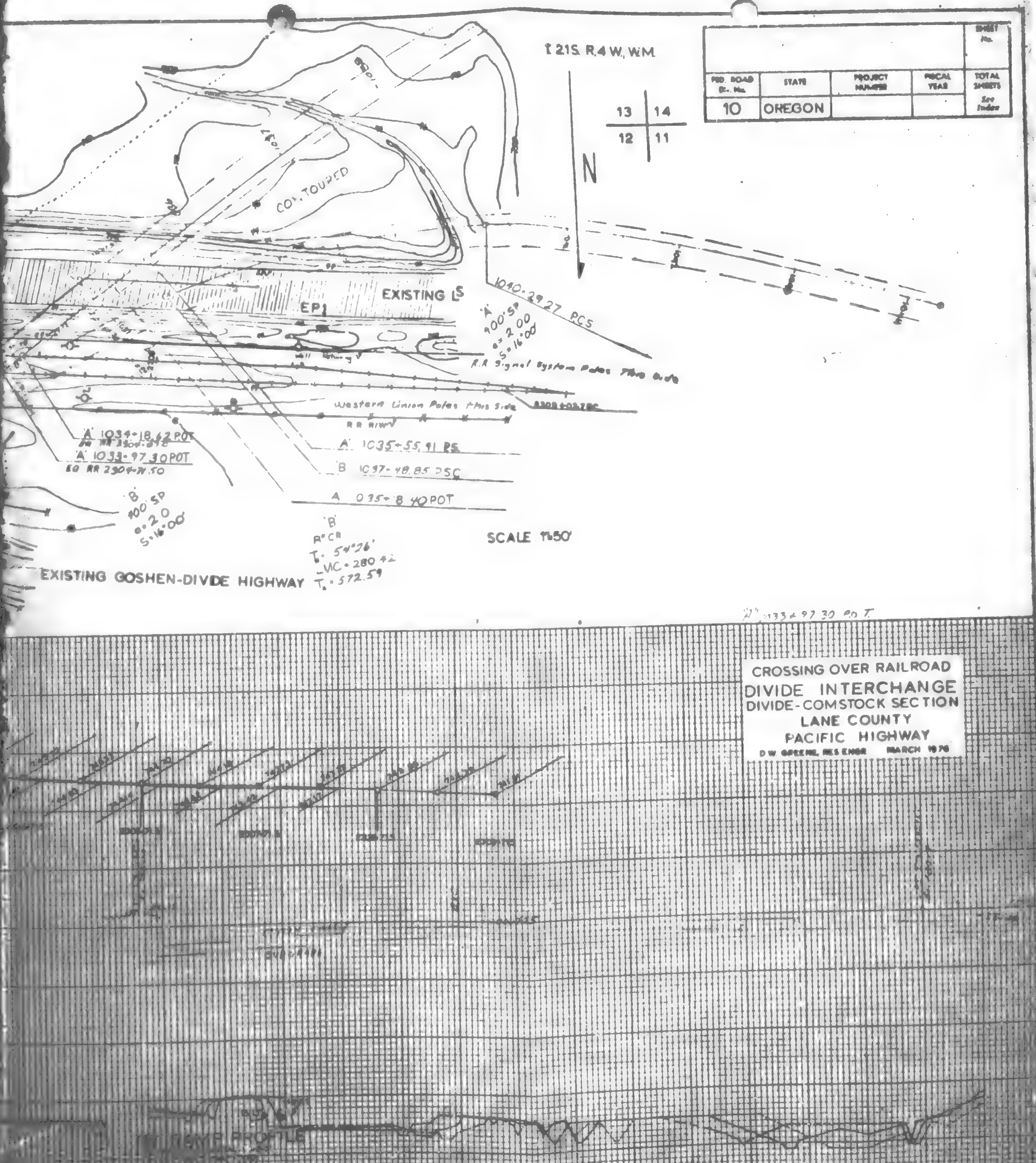


RAILROAD PROFILE ALONG TOP OF RAIL

"A" RAMP PROFILE

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

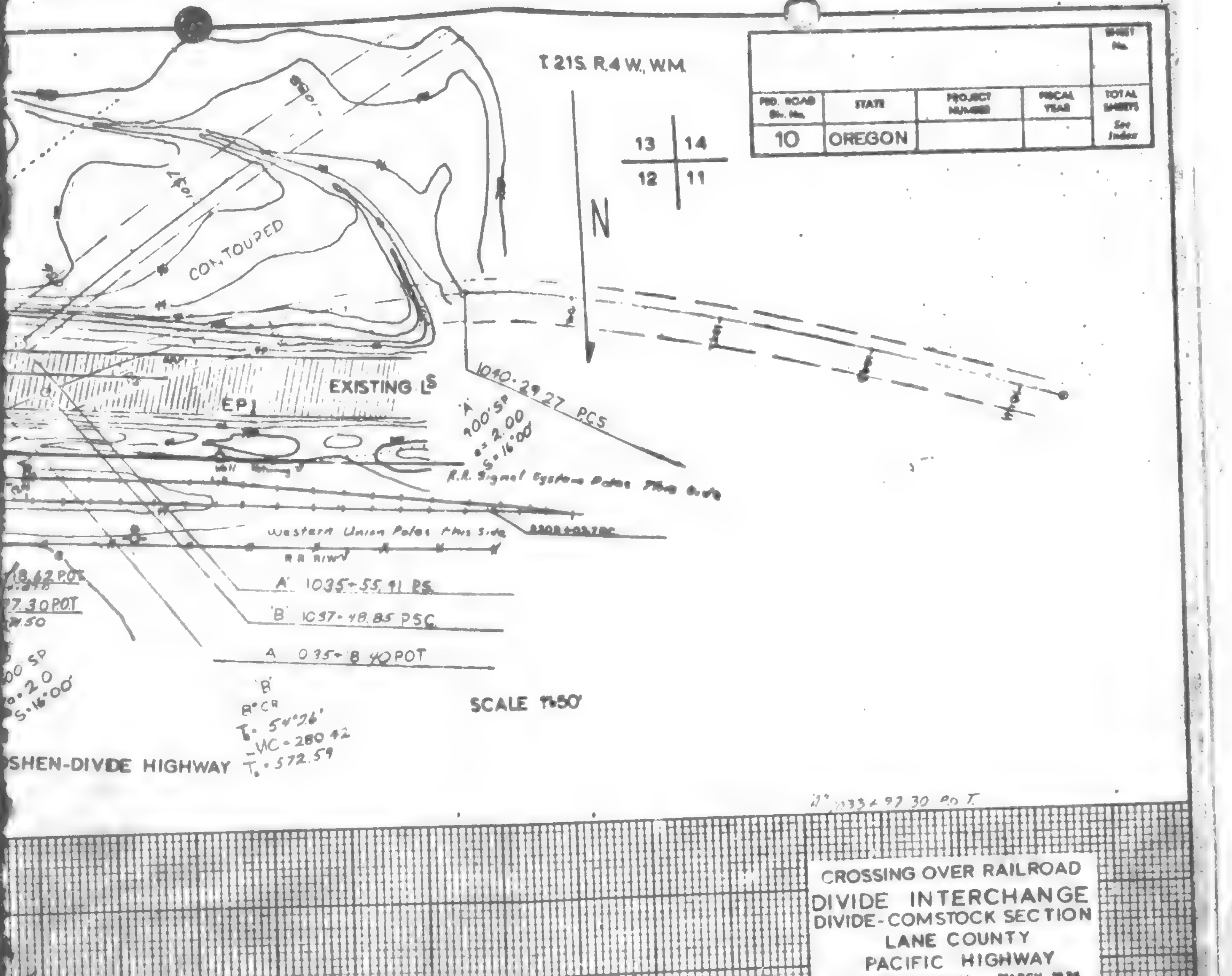
SHEET No.


T. 21 S. R. 4 W. W.M.
13
14
12
11
N
CONTOURED
EXISTING LS
EP1
1040+29.27 PCS
'A' 900' SP e=2.00 S=16.00
R.R. Signal System Poles This Side
Western Union Poles This Side
R.R. R/W
'A' 1034+18.62 POT
'A' 1033+97.30 POT
EQ RR 2904+74.50
'A' 1035+55.91 PS
'B' 1037+48.85 PSC
A 1035+18.40 POT
'B' 900' SP e=2.0 S=16.00
'B' R. CR T.=54°26' VIC=280.42 T=572.59
SCALE 1"=50'
EXISTING GOSHEN-DIVIDE HIGHWAY
"A" 1033+97.30 P.O.T.
PROFILE
1034
1035
1036
1037
1038
1039
1040

CROSSING OVER RAILROAD
DIVIDE INTERCHANGE
DIVIDE-COMSTOCK SECTION
LANE COUNTY
PACIFIC HIGHWAY
D.W. GREENE, RES. ENGR. MARCH 1970

B-11281

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


T 21S. R 4 W., W.M.
13
14
12
11
N
CONTOURED
EXISTING L^S
EP
1040+29.27 PCS
'A'
900' SP
a=2.00
S=16.00
R.R. Signal System Poles This Side
Western Union Poles This Side
R R R/W
'A' 1035+55.91 PS
'B' 1037+48.85 PSC
A 035+ B 40 POT
18.62 POT
27.30 POT
00' SP
a=2.0
S=16.00
'B'
8° CR
T= 54°26'
VC=280.42
T=572.59
SCALE 1"=50'
OSHEN-DIVIDE HIGHWAY
1033+97.30 P.O.T.
1036
1038
1040

CROSSING OVER RAILROAD
DIVIDE INTERCHANGE
DIVIDE-COMSTOCK SECTION
LANE COUNTY
PACIFIC HIGHWAY
D W GREENE, RES. ENGR. MARCH 1976

9037

I-5

Versteeg
1 Christensen
George
Olson
Turpin
2 Sullivan JWS
Scott
Savage

RECEIVED
OCT 26 1977
ENGINEERING
SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

October 25, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Re: Oregon Project I-5-3(-)162
Martin Creek-Comstock Section
Pacific Highway
Douglas & Lane Counties
FHWA Reference No. HB3-OR

We have reviewed the comments contained in your letter of October 13, 1977, and after an in-depth review have determined that it is not practical on a project of this complexity to go to bid with two alternate pavement types.

To develop plans for alternate pavement types would require two separate sets of cross sections, staging plans and temporary protection and direction of traffic plans. This approach invites considerable chances for errors and misunderstanding of the contract plans which could be very costly.

This section of I-5 has a large volume of interstate trucking activity along with local log and chip trucks. The number, size, weight and impacts of this large truck volume are expected to continue to grow at a rapid rate over the next several years. The CRCP paving alternate will provide the best service to this trucking transportation corridor at the least maintenance cost and with the least interruption of traffic flows.

This section of I-5 along with the railroad and Pass Creek occupy a rather narrow valley. In addition local weather conditions create adverse driving conditions during a good share of the winter months. The CRCP pavement will provide the best skid resistant surface and the concrete pavement the best delineation over the longest period of time so the safety of the traveling public will be enhanced with the concrete paving alternate.

REFERRED TO
Beard Dorn
✓ Cole EC Sample
Erikson Watson
Hager Lau
[✓ Return] Release Do File Copy Due
BY FINAL DESIGN ENGINEER

It is our recommendation to proceed with the development of contract plans based on the CRPCC alternate, which is the more economical of the two alternates.

We request your approval of the CRCP for this I-5 project.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Head of Engineering

JHV:jh
cc: W. J. Hart

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 13, 1977

In reply refer to: HB3-OR

SUBJECT: Oregon Project I-5-3(-)162
Martin Creek - Comstock Section
Pacific Highway

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Technical Services Engr
Oregon Department of Transportation
Salem, Oregon

Not in Gen File
10-17-77

Mr. Versteeg's October 6 memorandum transmitted both AC and CRPCC pavement designs and estimates for this section. Approval of the CRPCC alternate was requested.

The estimates indicate about a ten percentage differential favoring the CRPCC alternate.

This project will require unusually complicated traffic staging for both pavement types. Many narrow slivers of surfacing will be constructed in order to facilitate traffic. This sophisticated construction procedure makes cost estimating very difficult.

Therefore, I suggest that both alternate pavement types be included in the bid proposal so the actual cost comparison can be known prior to selecting the surfacing type.

G. K. Hosmer
for G. L. Green

✓ Versteeg
Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
OCT 18 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

RECEIVED
TECHNICAL SERVICES
OCT 17 '77
REFER TO Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

9037

Form FHWA 121 (Rev. 5-73)

CON 21-2
I-5-1

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 25, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-3(-)
Anlauf Interchange SPRR
Structure No. 7471A

NOTED
E. S. HUNTER

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr. Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

We have received informally from you an October 11 letter to Mr. Chidsey from Mr. J. W. Ferguson of the Southern Pacific Transportation Company indicating they may need additional RR width for possible siding, drill track or spur but they have no plans to build a second track at the above location. This does not appear to us as sufficient justification for a future track provision. We assume additional historical information is forthcoming to support the railroad clearances requested.

[illegible]

for G. L. Green

RECEIVED
TECHNICAL SERVICES
OCT 26 '77
Boyd - tas

7 57

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October ~~18~~, 1977
21

FILE:

FROM: J. H. Versteeg
Head of Engineering

TO: C. T. Keasey
Construction Engineer

Alfred Shirley
Region 3 Engineer

SUBJECT: Salvaging Existing Asphalt
Concrete Pavement
Martin Creek-Comstock Section
Pacific Highway
Lane & Douglas Counties

Attached is a Memo by Mr. Cole regarding the recycling of the asphaltic concrete (48,000 tons) on the Martin Creek-Comstock Section. I would very much appreciate your comments and suggestions on how we should proceed with the recycling of the existing asphaltic concrete.

JHV:jh
cc: Tom Lowe, FHWA
(w/attachment)

RECEIVED
OCT 24 1977
ENGINEERING SECTION

1 Versteeg
2 Christensen
Georga
Olson
Terpin
Sullivan
Scott
Savage
Trout
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Return To
Bring Up / /
Action

10/28/77
J. H. Versteeg:
Region feels that re-cycling outlined is not worthwhile
Reg Engr

ROSEBURG REGION
RECEIVED
1977
SNV FAF

REFERRED TO
Board
✓ Cole WEC.
Erikson
Hager
Dorn
Sample
Watson
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 18, 1977

W. E. Cole

FROM: W. E. Cole
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Martin Cr.-Comstock Section
Pacific Highway
Lane and Douglas Counties
Re: Salvage Existing
Asphalt Concrete Pavement

Recycle Existing Asphaltic Concrete - 48,000 ton±

Alternate #1 (A.C. Base Design) - Stockpile at State designated site for future use.

Alternate #2 (P.C.C. Base Design) - Stockpile in median area at northerly end of project. Crush and use as 2"-0 Aggregate Subbase.

$0.43/ton	- Rip, load and stockpile
0.51	- Haul to stockpile ($0.17 per ton-mile)
0.30	- Mobilization (Crusher)
1.50	- Crush
0.51	- Haul ($0.17 per ton-mile)
0.53	- Laydown

$3.78 per ton
- 3.00 (New Aggregate)

TOTAL + $0.78 per ton

Alternate #3 (A.C. or P.C.C. Base Design) - Stockpile at Anlauf Interchange, crush, process through hot plant, add Asphalt Cement as required and use as Plant Mix Bituminous Base.

$ 0.43/ton	- Rip, load and stockpile
0.85	- Haul to stockpile ($0.17 per ton-mile)
1.16	- Mobilization (Crusher and Hot PLant)
10.84	- Crush, Mix, Haul and Laydown

$13.28 per ton
- 12.15 (New PMBB)

TOTAL +$ 1.13

WEC:az

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 18 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

9037 1-5

ROBERT W. STRAUB

Forestry Department
OFFICE OF STATE FORESTER
2600 STATE STREET, SALEM, OREGON 97310 PHONE 378-2560

October 20, 1977

J.H. Versteeg
Road Design Engineer
Department of Transportation,
Highway Division
223 Transportation Building
Salem, Oregon 97310

1 Versteeg ✓
2 Christensen
Georgs
3 Olson
4 Terpin T.
Sullivan
Scott
Savage

RECEIVED
OCT 21 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

Dear Mr. Versteeg:

Earlier this month you wrote State Forester J.E. Schroeder suggesting a plan for preserving the current national champion Pacific Serviceberry tree. The tree is located where the Martin Creek-Comstock Section of highway improvement is planned.

We very much appreciate your concern in preserving this tree, but perhaps you should consider a less expensive plan for the protection. I mention this because the current champion tree is the fifth one that has been recognized within the past four years. There were two champions in 1973 and two in 1975 before the current champion was crowned.

While we have no indication that a larger tree will soon be nominated, it could occur at any time.

If the tree was marked for protection during construction and then left with no fence, I believe this would be adequate. There will be people interested in viewing the tree, so access would be more important than actual protection. At the present time, there is no uniform signing of national champion trees in Oregon. We would be happy to work with you in suggesting an appropriate sign for this one if you wished to do this.

Please call me or Ralph Voris at 378-2562 if you have any questions.

Sincerely,

J.E. SCHROEDER
State Forester

By: James G. Fisher

James G. Fisher, Director
Information and Education

JGF/n

cc Potter
Shirley
Keany

REFERRED TO
Beard
✓ Cole W.E.C.
Eriksen
Hager
Dorn
Sample
Watson
Lau
[✓ Return] Discuss Do File Copy Due
~~BY~~ FINAL DESIGN ENGINEER

RECEIVED
OCT 24 1977
LOCATION SECTION

NOTED
W. N. HACKLEMAN

NOTED
G. C. WILLS

NOTED - W. H. WAKERLIG

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 20, 1977

FROM: L. K. Watson
Design Engineer Supervisor

L. K. Watson

TO: MEMO TO THE FILES

SUBJECT: Comstock-Anlauf Interchange
Pacific Highway
Douglas County
Channel Change of Pass Creek
(Sta. A^{u} 332+00 to
Sta. "TC" 298+00)

Jim Lauman of the Fish and Wildlife Commission called requesting that riprap proposed for the above subject channel change be reduced or eliminated. This was discussed with Steve Macnab of the Hydraulics Unit. He recommended that the riprap on the left (southerly) bank be eliminated, that this slope be rounded and vegetated with grass, bushes, and trees to stabilize the slope. He also recommended that some type of slope protective device such as Jute matting be used until the vegetation is established.

Macnab recommended that the riprap for the right (northerly) channel change bank be constructed to one-half the channel depth. This is approximately eight feet. Where possible this bank above the riprap should be rounded and the bench between the channel change and highway be vegetated similarly to that of the left bank.

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 20 1977
ENGINEERING SECTION

Trout
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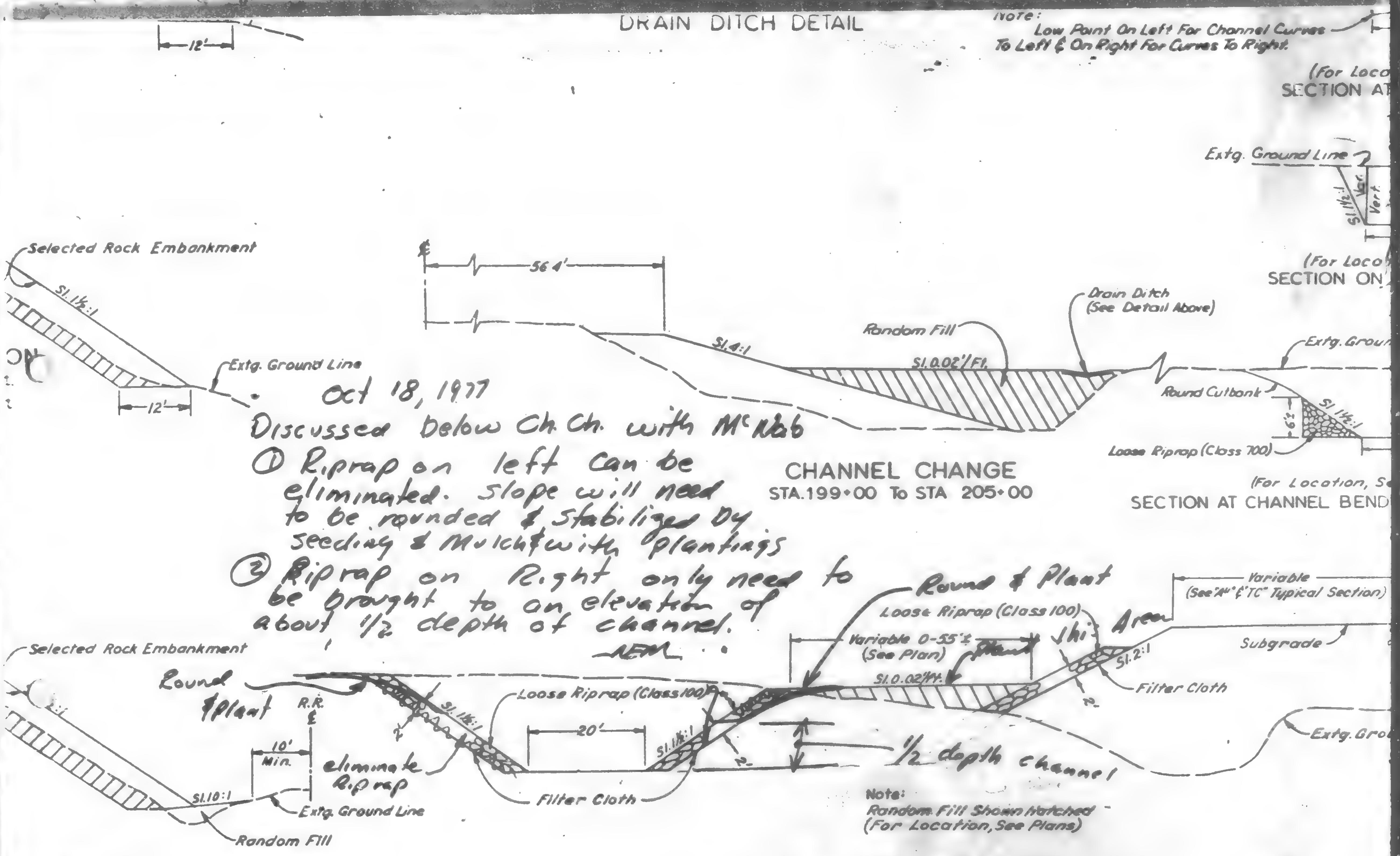
Bring Up / /
Action

LKW:mz
cc: Jim Lauman
Alfred Shirley
Steve Macnab
Tom Savage
L. K. Watson


DRAIN DITCH DETAIL
12'
Note:
Low Point On Left For Channel Curves To Left & On Right For Curves To Right.
(For Loca
SECTION AT
Extg. Ground Line
Sl.1½:1
Var.
Vert.
(For Loca
SECTION ON
Selected Rock Embankment
Sl.1½:1
Extg. Ground Line
12'
℄
56.4'
Sl.4:1
Random Fill
Sl.0.02'/Ft.
Drain Ditch
(See Detail Above)
Extg. Groun
Round Cutbank
Sl.1½:1
6'±
Loose Riprap (Class 700)
(For Location, S
SECTION AT CHANNEL BEND
Selected Rock Embankment
Round & Plant
R.R. ℄
10' Min.
Sl.10:1
Extg. Ground Line
Random Fill
eliminate Riprap
Sl.1½:1
2'
Loose Riprap (Class 100)
20'
Sl.1½:1
Filter Cloth
2'
Round & Plant
Loose Riprap (Class 100)
Variable 0-55'±
(See Plan)
Plant
Sl.0.02'/Ft.
½ hi
Area
Variable
(See "AU" & "TC" Typical Section)
Subgrade
Sl.2:1
Filter Cloth
2'
½ depth channel
Extg. Gro
Note:
Random Fill Shown Hatched
(For Location, See Plans)

CHANNEL CHANGE
STA.199+00 To STA 205+00

Oct 18, 1977

Discussed below Ch. Ch. with McNab

① Riprap on left can be eliminated. Slope will need to be rounded & stabilized by seeding & mulch with plantings

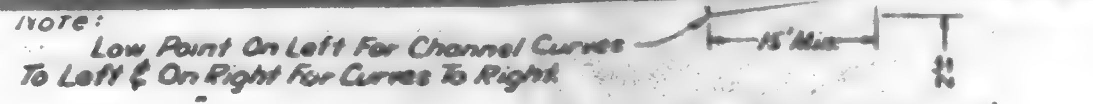
② Riprap on Right only need to be brought to an elevation of about ½ depth of channel.

NEM

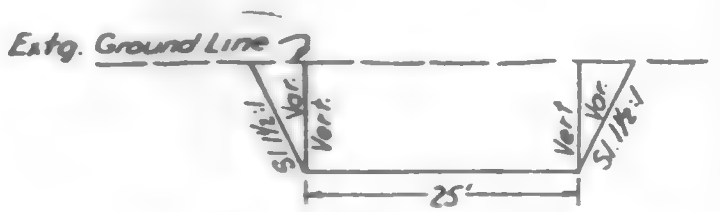
NSTRUCTION
281+00 Rt.

CHANNEL CHANGE & RIPRAP
STA. "AU" 332+00± To STA. ~~"TC" 290+00±~~
AU 348+35±

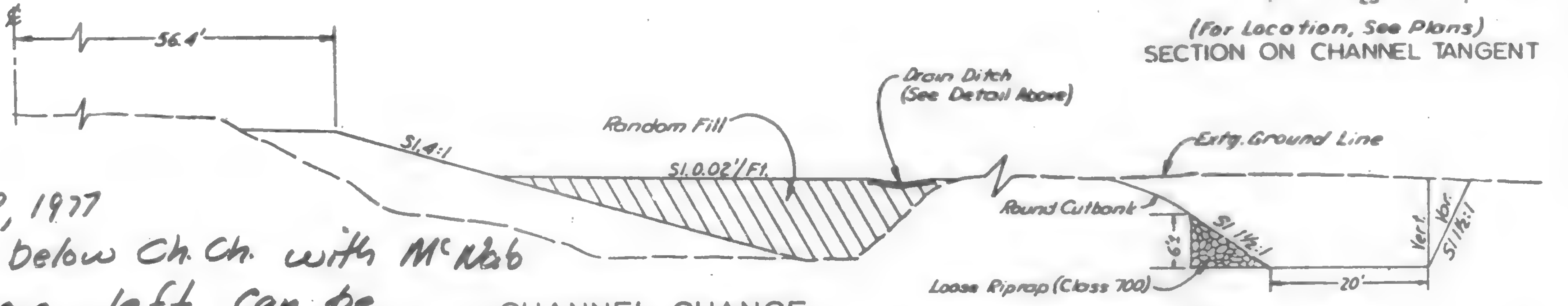
DRAIN DITCH DETAIL


Note:
Low Point On Left For Channel Curves To Left ¢ On Right For Curves To Right
15' Min.
1'

(For Location, See Plans)
SECTION AT CHANNEL BENDS


Extg. Ground Line
Sl.1½:1
Var.
Vert.
25'
Vert.
Var.
Sl.1½:1

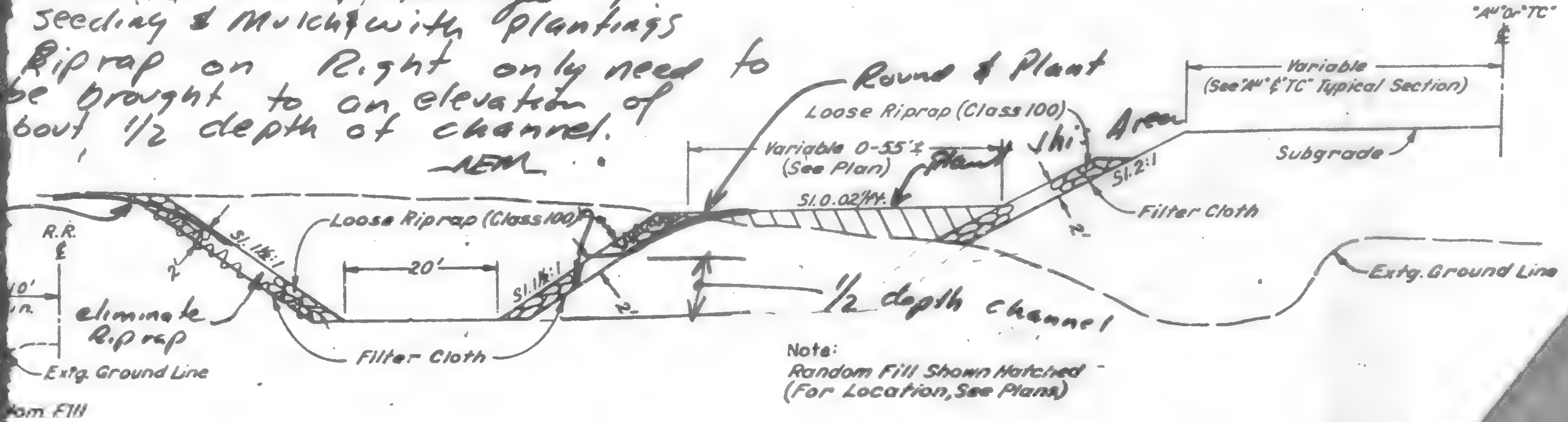
(For Location, See Plans)
SECTION ON CHANNEL TANGENT


¢
56.4'
Sl.4:1
Random Fill
Sl.0.02'/Ft.
Drain Ditch
(See Detail Above)
Ground Line
Extg. Ground Line
Round Cutbank
6'±
Sl.1½:1
Loose Riprap (Class 700)
20'
Vert.
Var.
Sl.1½:1

CHANNEL CHANGE
STA.199+00 To STA 205+00

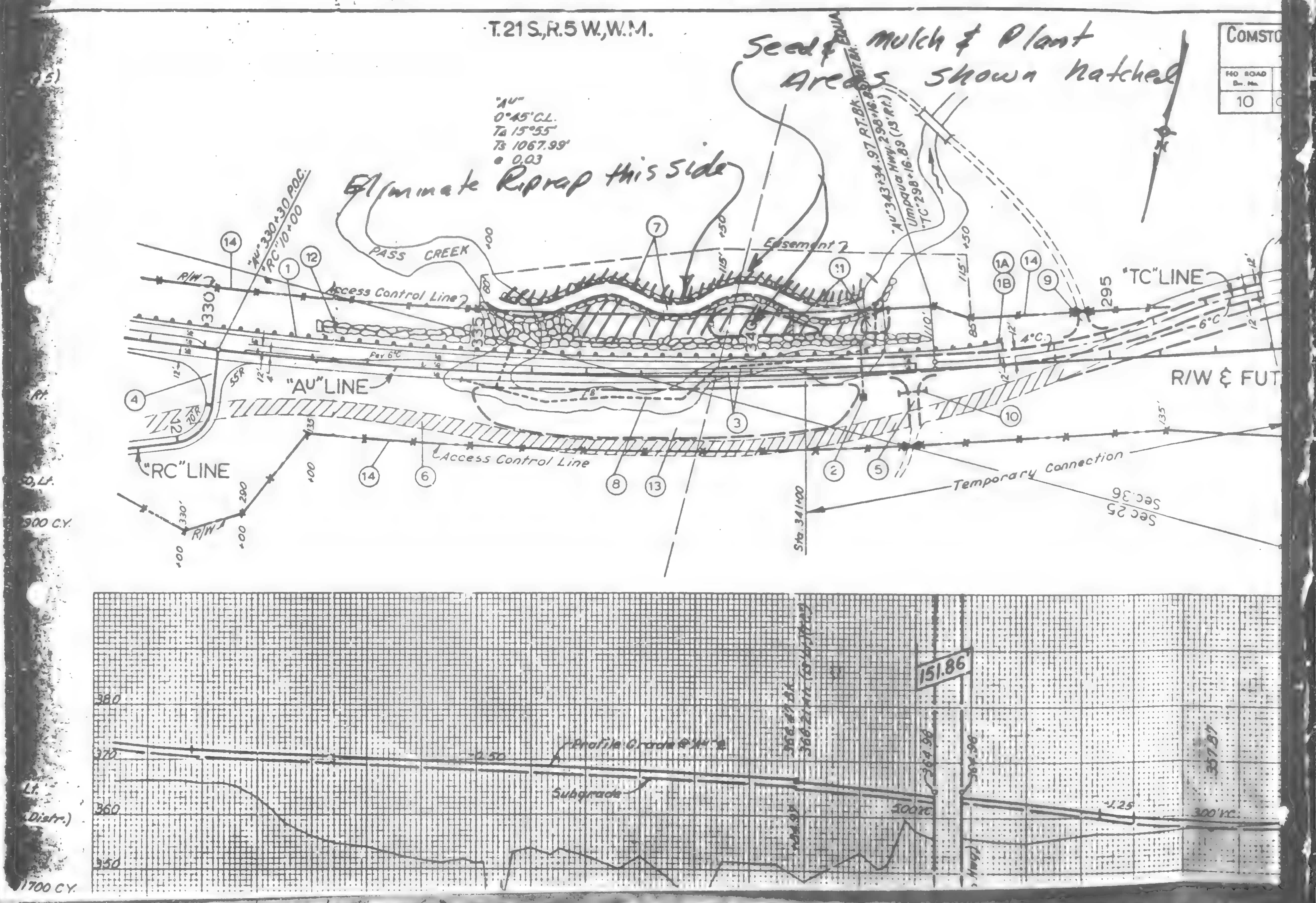
(For Location, See Plans)
SECTION AT CHANNEL BEND WITH LOOSE RIPRAP

Oct 18, 1977
…scussed below Ch. Ch. with McNab
① Riprap on left can be eliminated. Slope will need to be rounded & stabilized by seeding & mulch & with plantings
Riprap on Right only need to be brought to an elevation of about 1/2 depth of channel.
NEM


"AU" or "TC"
¢
Variable
(See "AU" & "TC" Typical Section)
Round & Plant
Loose Riprap (Class 100)
This Area
Variable 0-55'±
(See Plan)
Plant
Sl.0.02'/Ft.
Subgrade
Sl.2:1
2'
Filter Cloth
R.R.
¢
10'
Min.
Sl.1½:1
2'
Loose Riprap (Class 100)
20'
Sl.1½:1
2'
eliminate Riprap
1/2 depth channel
Extg. Ground Line
Extg. Ground Line
Filter Cloth
Random Fill

Note:
Random Fill Shown Hatched
(For Location, See Plans)

CHANNEL CHANGE & RIPRAP
STA."AU"332+00± To STA."~~TC" 298+00±~~
AU 343+35±



Eliminate Riprap this side

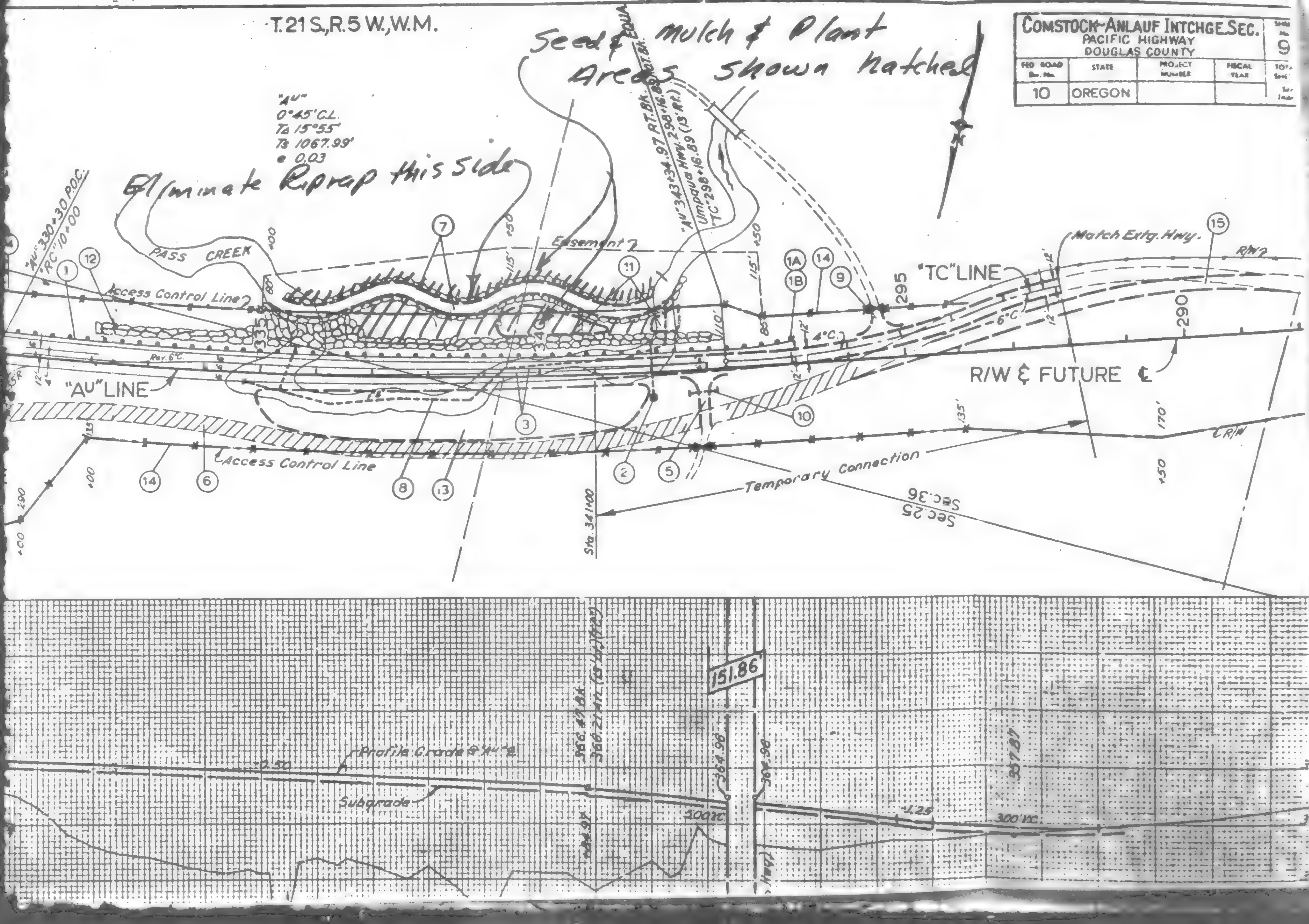
Seed, mulch & Plant Areas shown hatched

T.21S.,R.5W.,W.M.
COMSTO
NO. ROAD Sec. No.
10
"AU"
0°45' C.L.
Ta 15°55'
Ts 1067.99'
e 0.03
"AU" 330+30 P.O.C.
"RC" 10+00
PASS CREEK
Access Control Line
Easement
"AU" 343+34.97 RT. Bk. EQUA
Umpqua Hwy. 298+16.89 RT. Bk.
"TC" 298+16.89 (13' Rt.)
"TC" LINE
"AU" LINE
"RC" LINE
R/W & FUT
R/W
330
335
340
295
Sta. 341+00
Temporary Connection
Sec. 25
Sec. 36
Pav. 6"C
4"C.
6"C
12'
115'
110'
85
80'
135
+00
+50
290
330'
55R
10R
1
1A
1B
2
3
4
5
6
7
8
9
10
11
12
13
14
151.86
380
370
360
350
Profile Grade @ "AU" Line
Subgrade
-2.50
-1.25
366.47 Bk.
366.21 Ah.
364.96
300' V.C.
357.87
Hwy.
300 C.Y.
1700 C.Y.
Distr.)

COMSTOCK-ANLAUF INTCHGE.SEC.
PACIFIC HIGHWAY
DOUGLAS COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.
10	OREGON			9

T.21 S.,R.5 W.,W.M.



Eliminate Riprap this side

Seed & mulch & Plant Areas shown hatched

"AU" 330+30 P.O.C.
"RC" 10+00
"AU"
0°45' C.L.
Ta 15°55'
Ts 1067.99'
e 0.03
PASS CREEK
Access Control Line?
Access Control Line
Easement?
"AU" LINE
Rev. 6°C.
335
340
+00
+50
80'
115'
110'
85'
12'
4°C.
6°C.
"AU" 343+34.97 RT. BK. EQUA.
Umpqua Hwy. 298+16.89 RT. BK.
"TC" 298+16.89 (13' Rt.)
295
290
"TC" LINE
Match Extg. Hwy.
R/W?
R/W & FUTURE ℄
R/W
135'
170'
Sta. 341+00
Temporary Connection
Sec. 25
Sec. 36
1
1A
1B
2
3
5
6
7
8
9
10
11
12
13
14
15
151.86'
366.47 Bk.
366.21 Ah. (13' Lt.)(Rt.?)
364.96
364.96
357.87
+84.97
Profile Grade @ "AU" ℄
Subgrade
-0.50
-1.25
300' V.C.
300' V.C.
Hwy.

9037

1-5

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, PORTLAND, OREGON 97208

October 18, 1977

Oregon State Highway Division
c/o Duane Christensen
135 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Christensen:

We found that your plans for the Comstock-Anlauf Interchange Section reflected our past input from coordination meetings. We do request that you evaluate the need for placing riprap on both banks of the new channel between station 335+00 and 342+50, and if possible eliminate or reduce the amount of rock from the non-highway site.

If we can be of further awsistance please call.

Sincerely,

Jim Lauman

JIM E. LAUMAN, Staff Biologist
Environmental Management Section

JEL:mw

RECEIVED
OCT 24 1977
LOCATION
SECTION

1 Versteeg
copy Christensen
George
3 Olson
2 Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 20 1977
ENGINEERING
SECTION

2 Trout
Do Not File ☐
Return To
Bring Up / /
Action

NOTED
G. C. WILLS

NOTED
W. N. HACKLEMAN

NOTED - W. H. WAKERLIG

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 13, 1977
Salem, OR 97310

FILE:

NOTE
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Amendment to Final Environmental
Impact Statement
Divide-Anlauf (Martin Cr.-Anlauf)
Section
Pacific Highway I-5
Douglas & Lane Counties

A final environmental impact statement for this project was released to the CEQ and the public on August 28, 1975. On pages 21-23 of that statement a potential materials source, Rattlesnake Quarry on Wards Butte, is specified as the mandatory materials source for this project.

It is now proposed to change the designation of this source from mandatory to "planned". Simultaneously it is proposed that established commercial sources (commercial sources of record with requisite permits, variances, etc.) be allowed as possible substitutes for, or to be used in conjunction with, the "planned" source. Final details of such substitution would have to await contract letting and contractor(s) proposals.

Several developments have made this change desirable. First, the mandatory (planned) materials source is not clearly superior to a number of other potential sources east or west of the project section. Access from and to I-5 is somewhat restricted, the haul road to the quarry has a steep grade (8-10%; 900 feet over a distance of 1.6 miles), and the quarry has crowded and difficult conditions for processing and storing aggregates. Extensive work would be required to create an adequate plant site and storage area around the quarry for a project of this size. It is reasonable to suspect that a successful contractor might come up with a source having an edge in terms of access, energy and economic considerations.

There is also a potential for the project to be let in two units. This raises the prospect of having two separate contractors on the section. Since the planned site clearly is not large enough to permit two separate operations, some sort of staggering would be required in working the quarry, and materials would have to be hauled elsewhere for storage and processing. This would be a difficult situation to cope with at best.

It is now being suggested that the northern unit be done with PCC paving. Such paving would almost certainly require a river-run gravel source for successful implementation. Permitting commercial sources to be used with, or in lieu of, the planned source eliminates this potential bottleneck.

So removal of the mandatory provision on the Rattlesnake Quarry appears to be in the interest of both the Division and the public.

The reason only established commercial materials sources are being recommended as possible alternatives to the planned source is to control any unforeseen potential for adverse impacts. Commercial sources will have required permits from Geology and Mineral Industries, State Lands, planning agencies and so on. They will either be compatible with zoning or they'll have established variances, and accesses to the sources will be in use and they'll be recognized as such.

Given these safeguards, it is the Division's contention that this change is a non-major action which would not significantly affect the quality of the human environment, nor would it materially alter the substance or the conclusions of the existing environmental impact statement.

Attachment

GAP:cjh

cc: E. S. Hunter ✓
Alfred Shirley
Eb Engelmann
Don Trout

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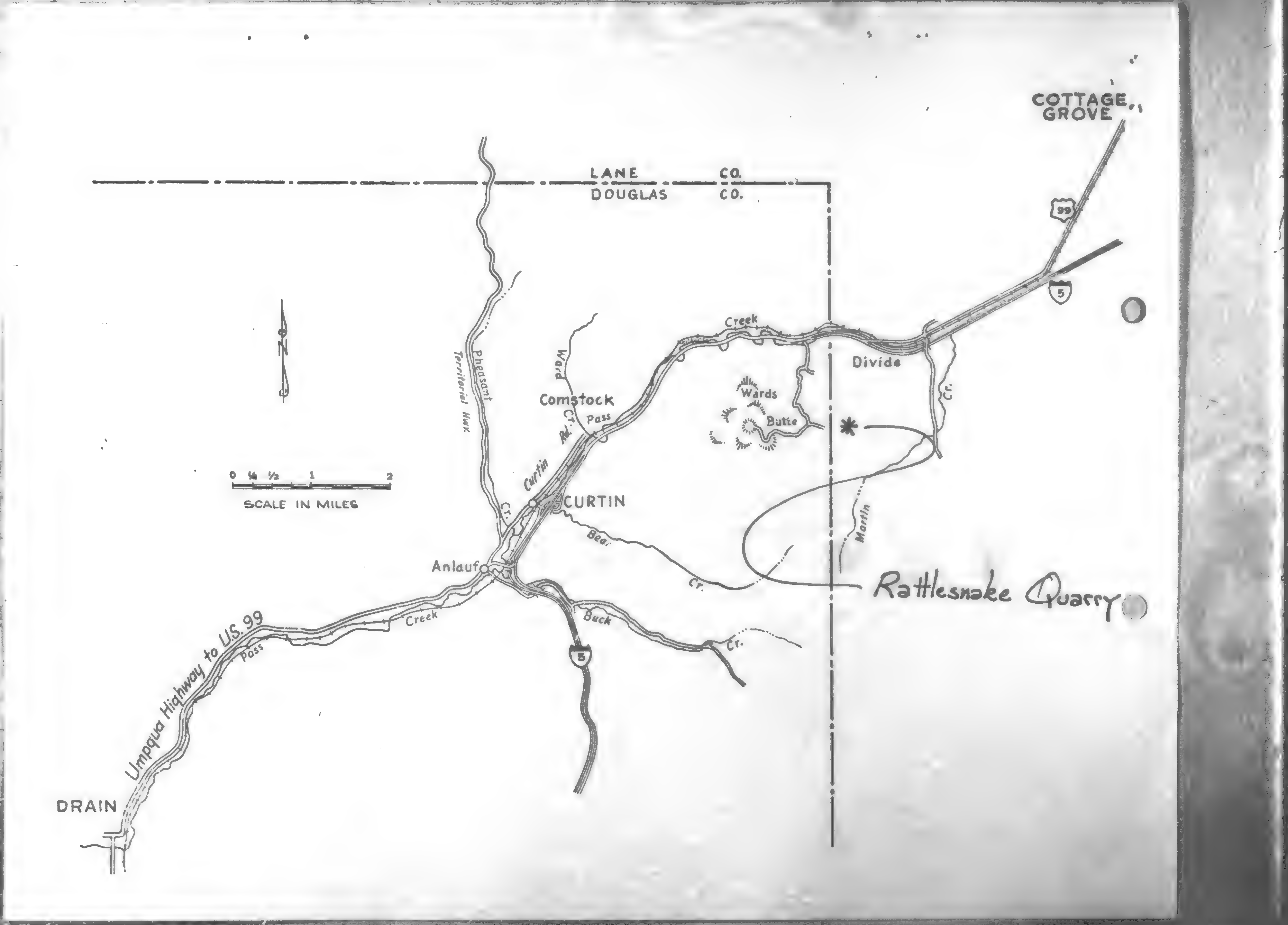
OCT 14 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File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Form FHWA 121 (Rev. 5-73) 9037

UNITED STATES GOVERNMENT

Memorandum

GENERAL FILES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 11, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-3(97)162
O'Xing of SPRR (Umpqua Highway)
Anlauf Interchg. Sec.-Br.No. 7471-A
Douglas County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr. Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

We have reviewed Mr. Hart's submittal of August 13 of the SPRR O'xing on the Anlauf Interchange Section and find it in accordance with approved RR standards. We assume you have confirmed the necessity of the future track and off-track maintenance area requested.

Subject to your verification of the above items and the submittal of the foundation report, we approve the post tensioned concrete box girder bridge.

Hubbel
for G. L. Green

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 12 77
REFER TO
Fred Hart
FOR

9037

JAMES A. REDDEN
ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE

TRIAL DIVISION
~~106 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

September 27, 1977

Mr. Roger P. Campbell
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1175

Dear Mr. Campbell:

Enclosed is an original and 7 copies of the Application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Co., one copy for service upon Douglas County and four copies are for use by your office.

Very truly yours,

JAMES A. REDDEN
Attorney General

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosures
cc: ✓ H. S. Coulter
A. Shirley
C. T. Keasey
D. E. Swan
James E. Chidsey

RECEIVED
STATE HWY ENGR
SEP 27 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

PUC Docket N SXF 1175
PUC Crossing No. C-615.00-A
DOT-AAR Crossing No. 756386P

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of The State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763. 040, to
(020/030/040)

construct a separated crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of Umpqua Highway
(name of street or highway)

and Southern Pacific Transportation Company,
(name of railroad company)

Siskiyou Branch,
(name of railroad main or branch line or other trackage)

near Anlauf, Douglas County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection fund.
Estimate of dollar cost to fund: $

☒ Federal-Aid Highway System funds.*
Federal-aid Highway Act of 1976

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*

☐ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) X Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify) ____________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT. PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Dept. of Transportation, Highway Division

Address: Transportation Bldg., Salem, OR 97310

2. Statutory authority under which this application is made:

ORS 763.040
(ORS 763.020/030/040)

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

Railroad milepost C-615.00-A

City -----------

Nearest railroad station Anlauf

County Douglas

The proposed project is to be in the SW 1/4 of the SW 1/4 of Section 30, Township 21S, Range 4W, W. M.

4. Name of public highway involved in this project:

Umpqua Highway

Name of public authority with jurisdiction over this highway:

Oregon Department of Transportation, Highway Division

5. Name of railroad involved in this project: Southern Pacific Transportation Co.
(include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

a. Southern Pacific Transportation Co.
b. Douglas County
c.
d.
e.
f.

Have you served each of these parties with a copy of this application?

No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

Construct 330' (90'-150'-90'spans) post-tensioned concrete box girder bridge to carry Umpqua Highway over the railroad. Remove existing overcrossing, C-615.35A.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes

If yes, why? Separation of highway and railroad traffic.

9. Is the crossing involved (to be) a separated crossing? Yes

---

Section II. **Grade Crossings** (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____

If no, why not? ____

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: ____

(2) Width---The highway is _____ feet wide at the crossing at present; after completion of the project, it will be _____ feet wide at the crossing; consisting (from

_______ to _______) of:
(N or E)   (S or W)

At present--	After completion--
Shoulder* of _____ feet	Shoulder of _____ feet
___lane(s) at _____ ft.each	___lane(s)at _____ ft.each
Median of _____ feet	Median of _____ feet
___lane(s) at _____ ft.each	___lane(s)at _____ ft.each
Shoulder of _____ feet	Shoulder of _____ feet

Explanation, if necessary ______________________________

____

____

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---	At present:	After completion:
Type of surface on traveled way:		
on approaches	__________	__________
at crossing	__________	__________
Type of surface on shoulders:	__________	__________
Condition of surface:		
on approaches	__________	__________
at crossing	__________	__________
Is the highway curbed on the approaches?	__________	__________

(4) Gradient, going toward crossing on--	At present:	After completion:
_______ approach (N or E)	± _______%	± _______%
_______ approach (S or W)	± _______%	± _______%

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Page 4

(5) Nearest public roadway intersection on each approach --

(a) ______ approach: ______ft; ADT ______
(N or E)

(b) ______ approach: ______ft; ADT ______
(S or W)

Name of road or highway:

(a) ______

(b) ______

Public authority with jurisdiction over road or highway:

(a) ______

(b) ______

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) ______; (b) ______.
(yes/no) (yes/no)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

______

______

______

______

______

b. The Railroad

At present: After completion:

(1) Number of tracks--- ______ ______

Name of each track from ______ to ______:
(N or E) (S or W)

______

______

______

______

______

(2) Angle of intersection--- ________ ___ ___

If more than one track-highway angle exists, please give details below, track by track:

____

____

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

____

____

____

(4) Nearest switch---

	At present:	After completion:
______ (N or E) of crossing:	________ ft	________ ft
______ (S or W) of crossing:	________ ft	________ ft

(5) Rail through crossing---

	At present:	After completion:
Weight of rail (lbs/yard):	________	________
Year installed:	________	
Year manufactured:	________	

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs: ______________________________

____

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 2800; After completion: 2800;

Expected 5 years after completion: 3250.

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on ______ (N or E) approach:	________ mph	________ mph
on ______ (S or W) approach:	________ mph	________ mph
At crossing:	________ mph	________ mph
Posted speed limit on approaches:	________ mph	________ mph

(3) Direction of traffic flow: ____________ ____________
(N & S, etc.)

b. The Railroad

(1) Train movements---
(avg per day)

	At present:	Expected after completion:
Freight trains:	6	6
Switching movements:	0	0
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	______ mph	______ mph
Typical:	______ mph	______ mph
Slowest normal:	______ mph	______ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

The motor vehicle operator can see along the railroad . . .

______ approach: ______ft to right; ______ft to left
(N or E)

______ approach: ______ft to right; ______ft to left
(S or W)

(2) From a "safe stopping distance" (see table on Page 8) on the . . .

The motor vehicle operator can see along the railroad . . .

______ approach: ______ft to right; ______ft to left
(N or E)

______ approach: ______ft to right; ______ft to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? ______ (yes/no)

If yes, please explain by what and at what point it will be obstructed:

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ______ (yes/no)

If yes, explain how you propose to overcome this problem:

____

____

____

If no, why not?

____

____

____

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectorized crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: ______________________________

Number of such devices: _____; To be located as follows: ______________

____

____

(1) Who will perform the installation? ______________________

(2) Estimated cost of installation: $______________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

*** Include cost of furnishing the protective device(s).

b. Protection type: ______________________________

Number of such devices: _____; To be located as follows: ______________

____

____

(1) Who will perform the installation? ______________

(2) Estimated cost of installation: $______________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: ______________________________

Number of such devices: _____; To be located as follows: ______________

____

____

(1) Who will perform the installation? ______________

(2) Estimated cost of installation: $______________***

*** Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

Estimated cost of this portion: $______________.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ______________________________

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ______________________________

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ______________________________

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof: ______________________

b. Remainder of crossing area: ______________________

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

____

____

____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? ____________

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

____

____

____

SECTION III. Separated Crossings

20. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? N/A (yes/no)

If no, please give reasons why attenuators are not necessary:

____

____

____

21. Who will construct the structure?

a. Oregon Department of Transportation, Highway Division

b. ______________________

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Page 12

22. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation, Highway Div.	100

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation, Highway Division

b. All highway appurtenances: Oregon Department of Transportation, Hwy.Div.

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon Department of Transportation, Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Southern Pacific Transportation Co.

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation, Highway Division

b. All highway appurtenances: Oregon Department of Transportation , Hwy.Div.

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon Department of Transportation , Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Southern Pacific Transportation Co.

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? Oregon Department of Transportation, Highway Division

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes

If so, describe (and attach complete drawing): As shown on Dwg. 31663

27. Is a temporary crossing at grade necessary during the construction period?

No
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) ______________________________

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ______________________________

Route B: ______________________________

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: ______________________________

____

Route B: ______________________________

____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ______________________________

____

Route B: ______________________________

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect: ______________

____

____

____

33. What protective devices are currently installed at the crossing to be closed?

____

____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ________ (yes/no)

35. Who will close the crossing? ______________________________

36. Who will bear the expense of closing the crossing? ______________

____

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance?

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: None

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No
(yes/no)

If yes, list and explain:

If no, explain why not: None in area

41. Other items of construction and cost distribution:

* *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes Dwg. No.s 31663 & 31555
(yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: 4, 5, 8, 9, 10, 11, 15

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 13th day of September, 1977.

(Applicant)

(Attorney)

I, H. G. COULTER, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

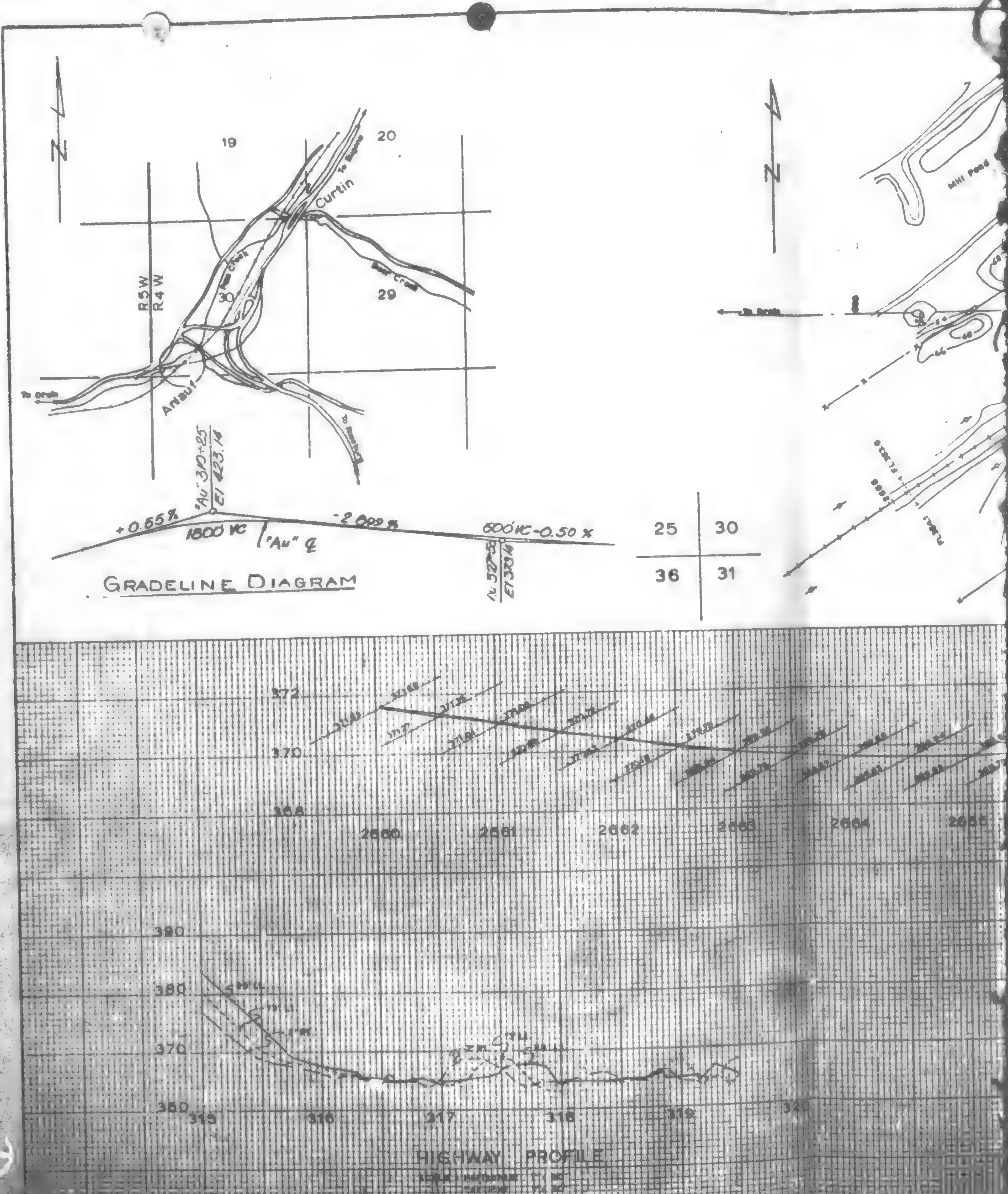
STATE OF OREGON }
County of } ss.

Subscribed and sworn to before me this 13th day of Sept, 1977.

(Notary Public for Oregon)

My Commission Expires: 12-18-80

Form AX-1/75
Signature Page


N
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Curtin
R5W
R4W
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Ansauf
"Au" 310+25
El 423.14
+0.55%
1800' VC
-2.899%
"Au" ℄
600' VC -0.50%
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Mill Pond
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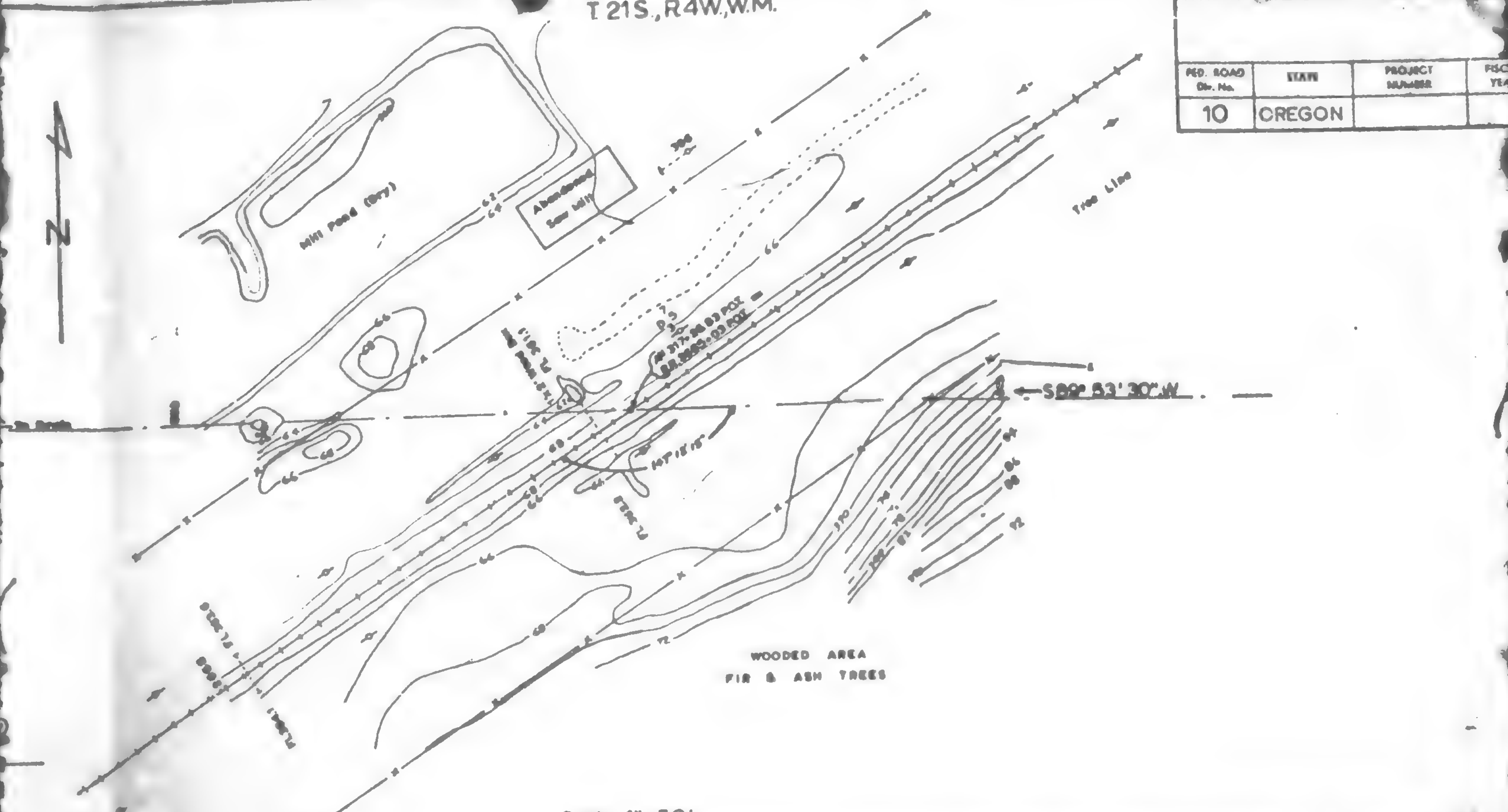
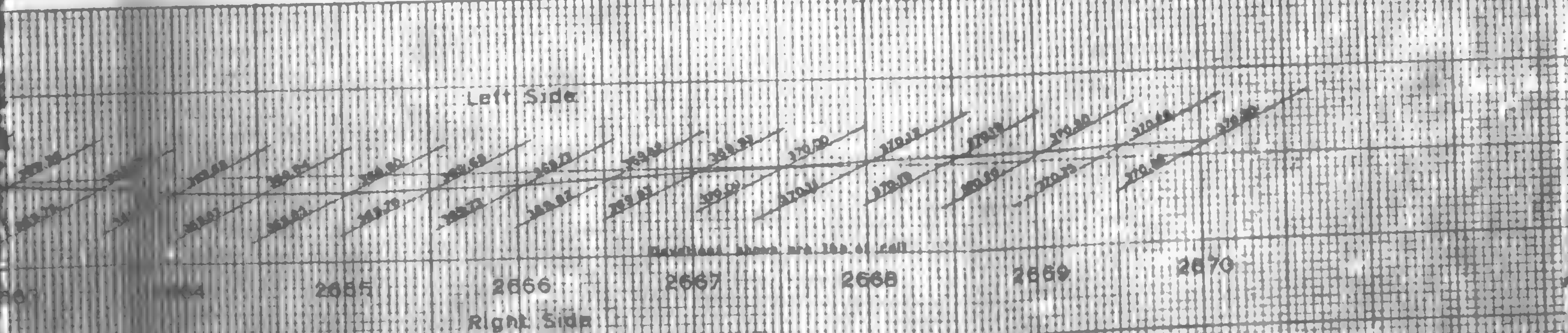
GRADELINE DIAGRAM

HIGHWAY PROFILE

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISC YEA
10	OREGON		


T 21S., R4W., W.M.
N
Mill Pond (Dry)
Abandoned Saw Mill
Tree Line
S89°53'30"W
WOODED AREA
FIR & ASH TREES

Scale 1"= 50'


Left Side
Elevations shown are top of rail
2665
2666
2667
2668
2669
2670
Right Side

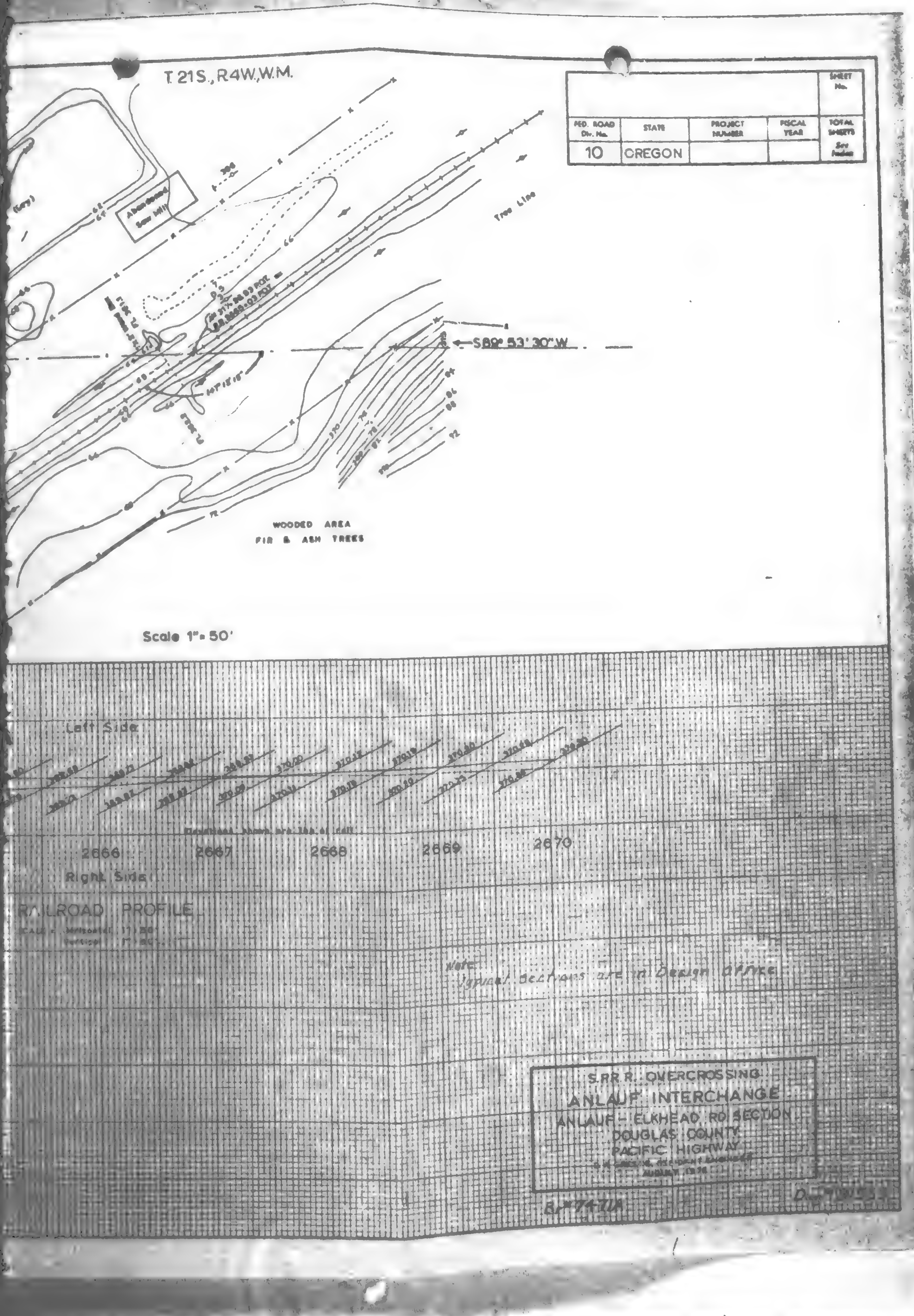
RAILROAD PROFILE

SCALE : Horizontal 1"=50'
Vertical 1"=50'

Note:
Typical Sections are in Design Office

S.P.R.R. OVERCROSSING
ANLAUF INTERCHANGE
ANLAUF - ELKHEAD RD SECTION
DOUGLAS COUNTY
PACIFIC HIGHWAY

B-7471A

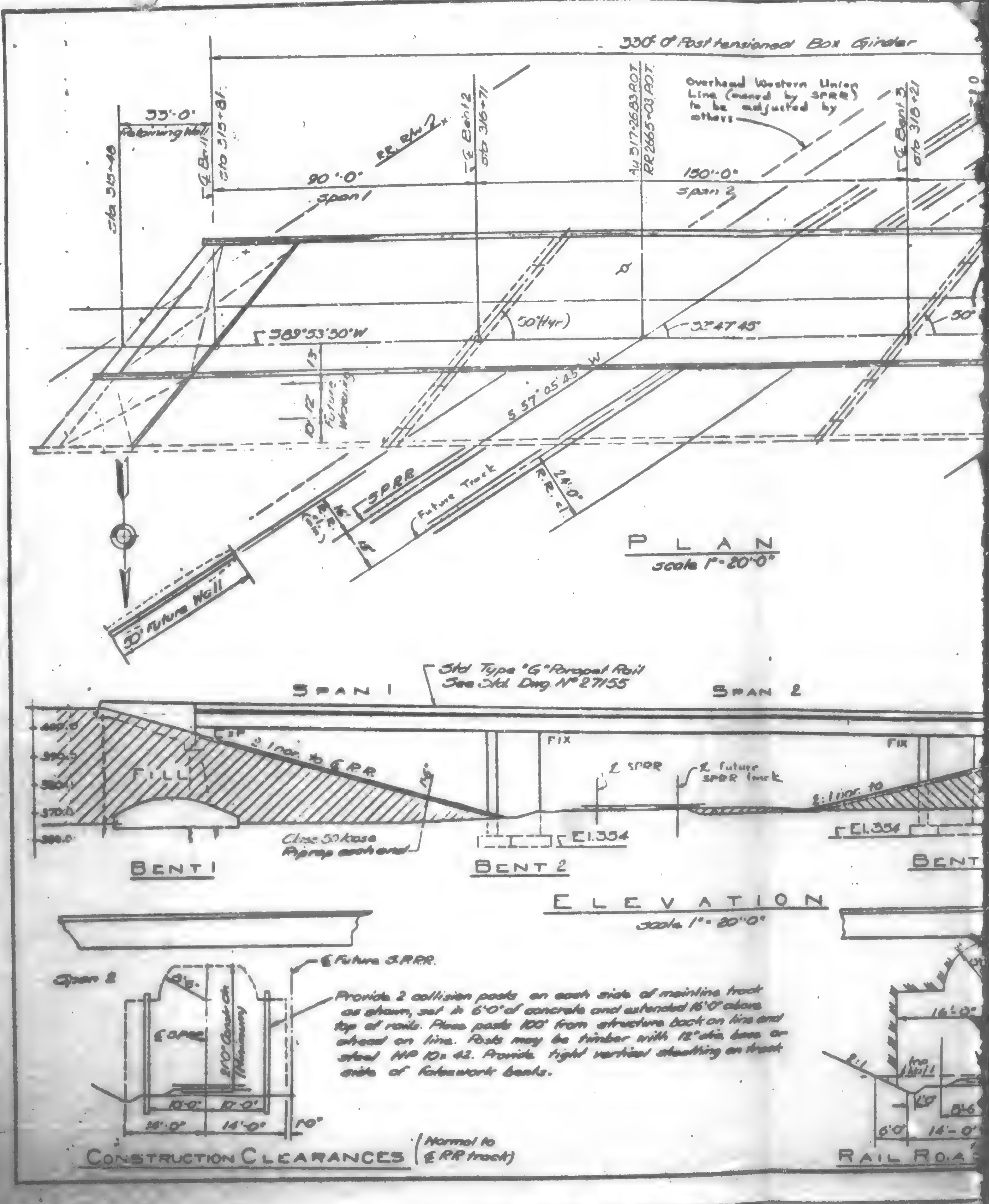

T. 21 S., R 4 W., W.M.
Abandoned Saw Mill
Tree Line
S 89° 53' 30" W
WOODED AREA
FIR & ASH TREES
Scale 1" = 50'
Left Side
Right Side
2666
2667
2668
2669
2670
RAILROAD PROFILE

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
10	OREGON				See Index

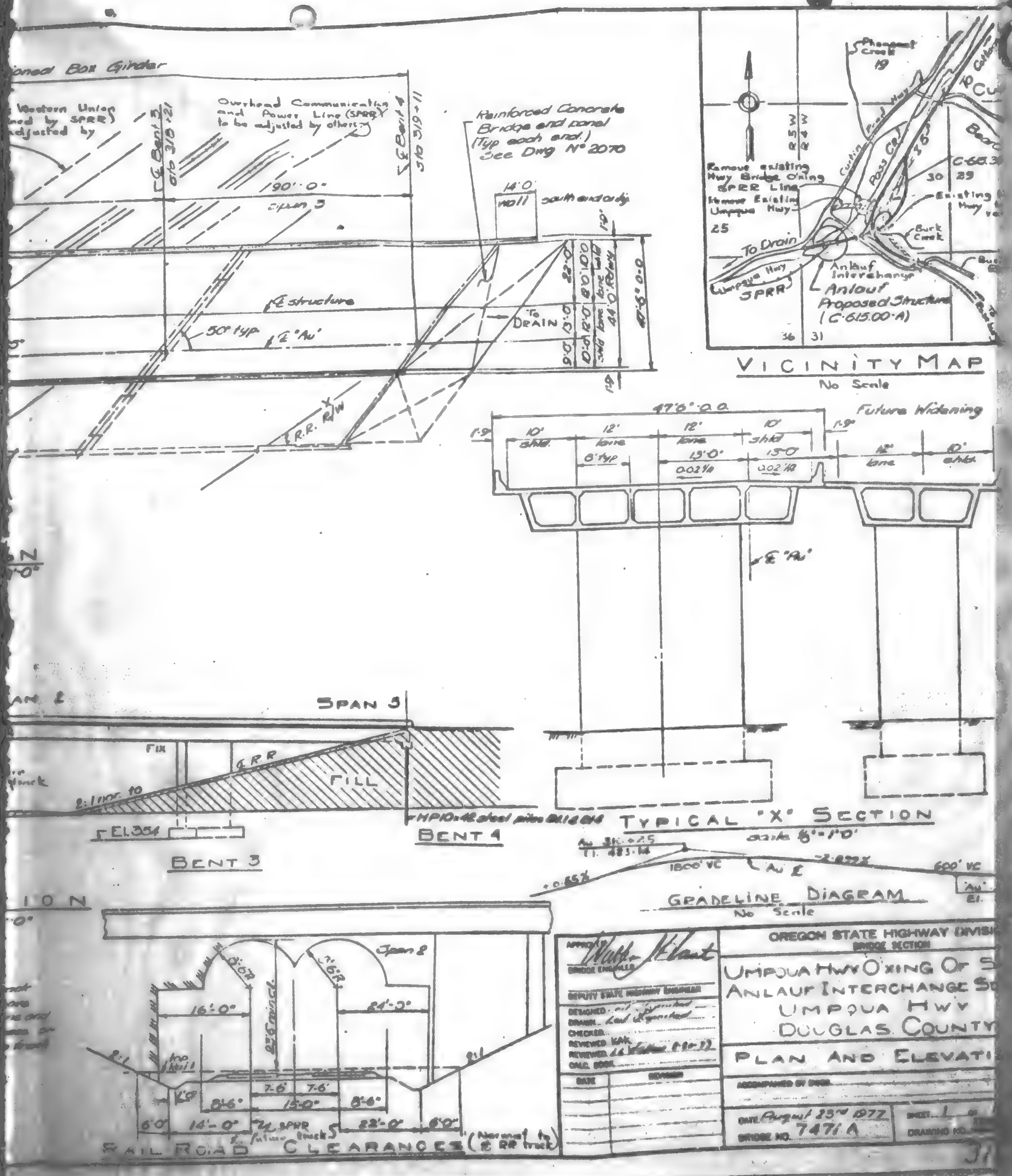
Note:
Typical sections are in Design office

S.P.R.R. OVERCROSSING
ANLAUF INTERCHANGE
ANLAUF – ELKHEAD RD SECTION
DOUGLAS COUNTY
PACIFIC HIGHWAY

B.F. #7471A


330'-0" Post tensioned Box Girder
Overhead Western Union Line (moved by SPRR) to be adjusted by others
33'-0"
Retaining Wall
Sta 315+48
℄ Bent 1 Sta 315+81
90'-0"
Span 1
R.R. R/W
℄ Bent 2 Sta 316+71
Au 317+26.83 P.O.T.
RR 2665+03 P.O.T.
150'-0"
Span 2
℄ Bent 3 Sta 318+21
50°(Typ)
32°47'45"
S 89°53'30" W
S 57°05'45" W
13'
10'
12'
Future Widening
SPRR
Future Track
R.R. ℄
24'-0"
50' Future Wall
PLAN
scale 1" = 20'-0"
Std Type "G" Parapet Rail
See Std. Dwg. No 27155
SPAN 1
SPAN 2
400.0
390.0
380.0
370.0
360.0
FILL
2:1 incr. to ℄ R.R.
FIX
℄ SPRR
℄ future SPRR track
2:1 incr. to
El. 354
Class 50 base Riprap each end
BENT 1
BENT 2
BENT
ELEVATION
scale 1" = 20'-0"
Span 2
℄ SPRR
℄ Future S.P.R.R.
21'0" Const. Cl. (Minimum)
10'-0"
10'-0"
14'-0"
14'-0"
1'-0"
CONSTRUCTION CLEARANCES (Normal to ℄ RR track)
16'-0"
6'-0"
14'-0"
RAIL ROA

Provide 2 collision posts on each side of mainline track as shown, set in 6'0" of concrete and extended 16'0" above top of rails. Place posts 100' from structure back on line and ahead on line. Posts may be timber with 12" dia. base or steel HP 10x 42. Provide tight vertical sheathing on track side of falsework bents.


…ioned Box Girder
…Western Union
…ned by SPRR)
…adjusted by
Overhead Communication and Power Line (SPRR) to be adjusted by others
℄ Bent 3
Sta 318+21
℄ Bent 4
Sta 319+11
Reinforced Concrete Bridge end panel (Typ each end.) See Dwg N° 2070
190'-0"
Span 3
14'-0"
Wall
south end only
℄ structure
50° typ.
℄ "Au"
To Drain
R.R. R/W
22'-0"
10'-0"
8'-0"
12'-0"
13'-0"
9'-0"
10'-0"
Shld
lane
44'-0" Rdwy
47'-8" O.O.
1'-9"
VICINITY MAP
No Scale
Pheasant Creek
19
Curtin Road Hwy
Pass Cr.
To Curtin
Remove existing Hwy Bridge O'xing SPRR Line
Remove Existing Umpqua Hwy
25
To Drain
Umpqua Hwy
SPRR
Anlauf Interchange
Anlauf Proposed Structure (C-615.00-A)
Buck Creek
Existing Hwy
C-66.30
30
29
36
31
47'-0" O.O.
Future Widening
1'-9"
10' Shld
12' lane
12' lane
10' Shld
8' typ
13'-0"
13'-0"
0.02'/ft
0.02'/ft
12' lane
10' Shld
℄ "Au"
…AN 2
SPAN 3
Fix
℄ R.R.
…rack
2:1 max. to
FILL
El. 354
HP10×42 steel piles 8×10 B14
BENT 3
BENT 4
…ION
…'-0"
TYPICAL "X" SECTION
scale ⅛"=1'-0"
Au Sta. …+25
El. 483.14
+0.65%
1800' VC
Au ℄
-2.899%
600' VC
"Au"
El.
GRADELINE DIAGRAM
No Scale
Span 2
…'-0"R
…'-6"R
16'-0"
24'-0"
23'-0" min. cl.
2:1
2:1
Top Wall
7'-6"
7'-6"
8'-6"
15'-0"
8'-6"
6'-0"
14'-0"
℄ SPRR & future track
23'-0"
6'-0"
RAIL ROAD CLEARANCES (Normal to ℄ RR track)

OREGON STATE HIGHWAY DIVISI…
BRIDGE SECTION

UMPQUA HWY O'XING OF S…
ANLAUF INTERCHANGE S…
UMPQUA HWY
DOUGLAS COUNTY

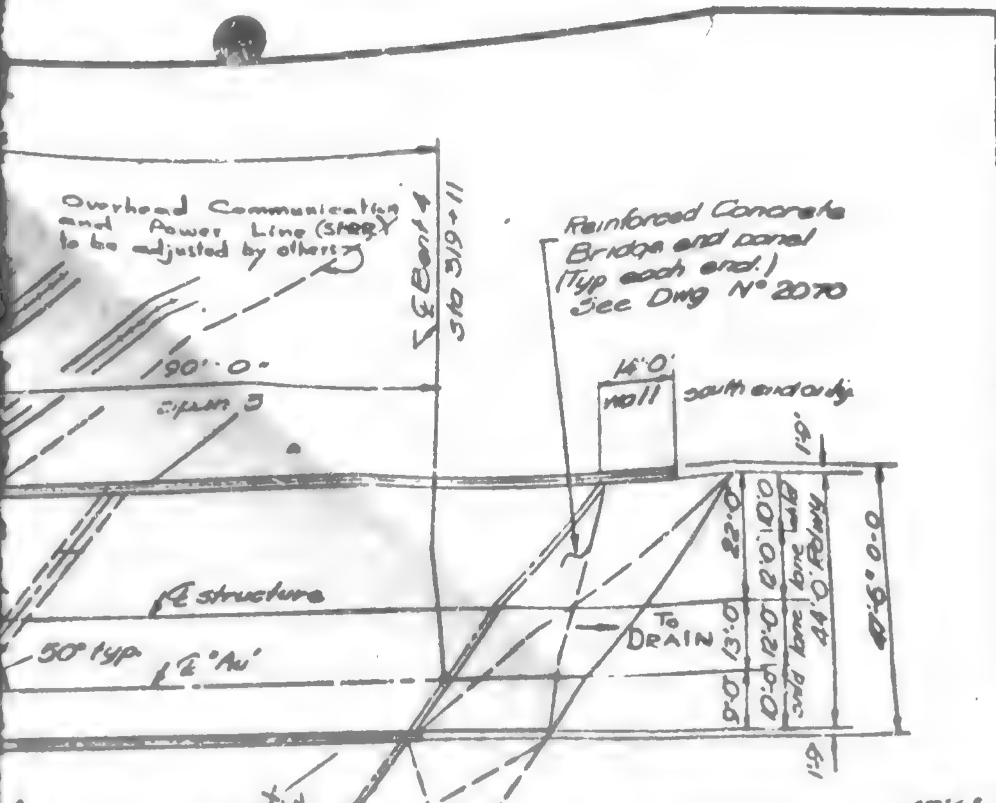
PLAN AND ELEVATI…

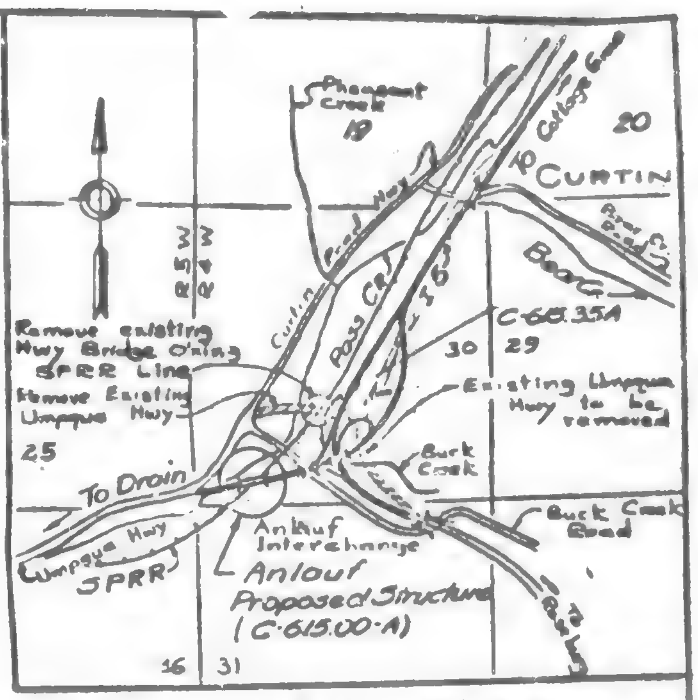
APPROVED Walter J. Hant
BRIDGE ENGINEER
DEPUTY STATE HIGHWAY ENGINEER
DESIGNED
DRAWN
CHECKED
REVIEWED KAK
REVIEWED 8-10-77
CALC. BOOK

DATE	REVISION

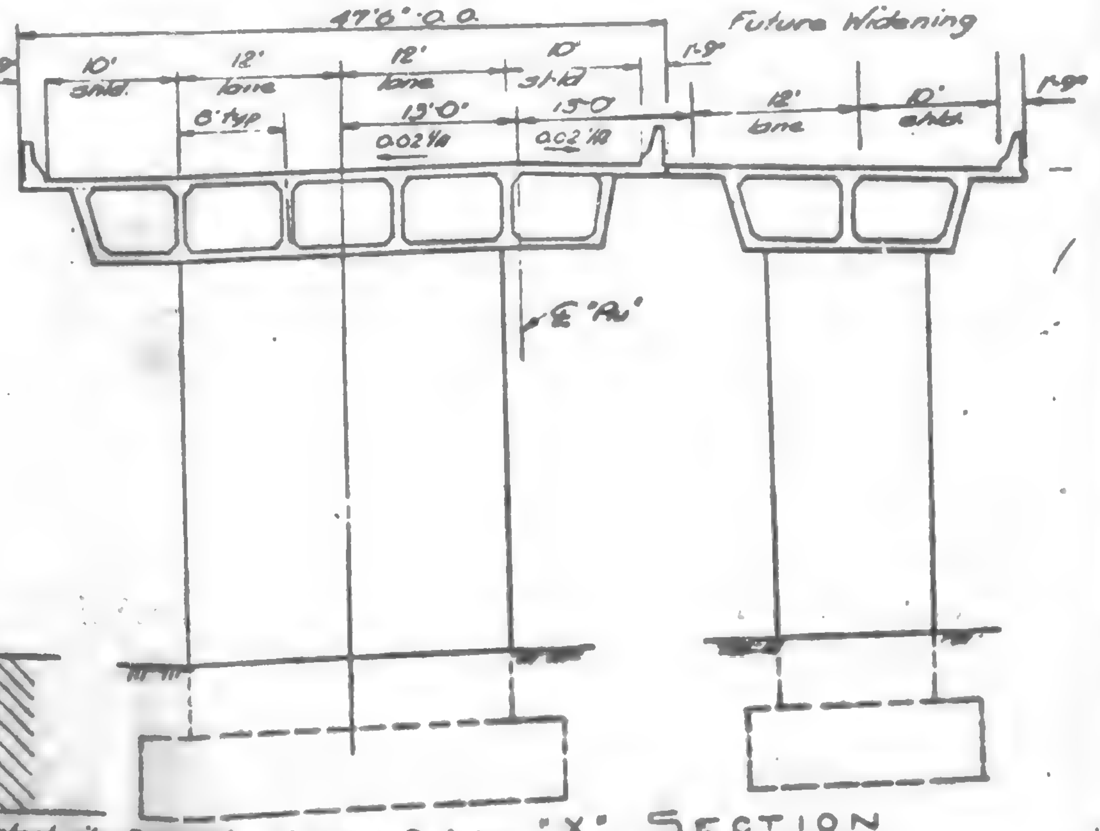
ACCOMPANIED BY DWGS.

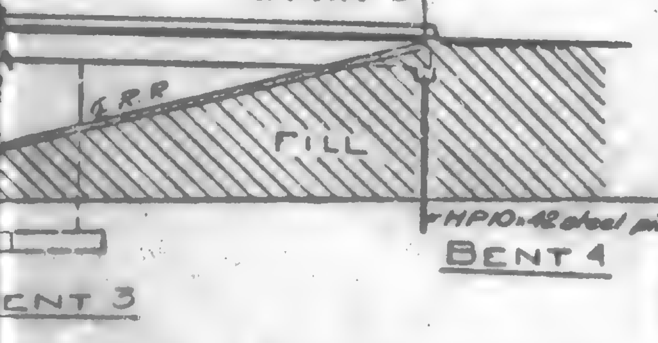
DATE August 25th 1977
BRIDGE NO. 7471 A
SHEET 1 OF
DRAWING NO.


Overhead Communication and Power Line (SPRR) to be adjusted by others
℄ Bent 4
Sta 319+11
Reinforced Concrete Bridge end panel (Typ each end.) See Dwg N° 2070
90'-0"
Span 3
14'-0"
wall south end only
1'-9"
22'-0"
12'-0" 10'-0"
lane lane
47'-6" 0.0
℄ structure
To DRAIN
13'-0" 12'-0"
50' typ.
℄ "Au"
10'-0"
shld
1'-9"
℄ R.R. R/W

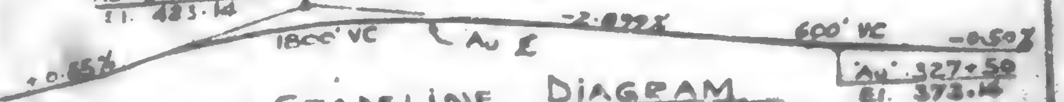

Pheasant Creek
19
20
College Cove
Curtin
Curtin
Bear Cr. Road
Bear Cr.
33
34
Pass Cr.
Remove existing Hwy Bridge O'xing SPRR Line
Remove Existing Umpqua Hwy
C-615.35A
30
29
Existing Umpqua Hwy to be removed
25
To Drain
Buck Creek
Buck Creek Road
Umpqua Hwy
SPRR
Anlauf Interchange
Anlauf Proposed Structure (C-615.00-A)
36
31

VICINITY MAP
No Scale

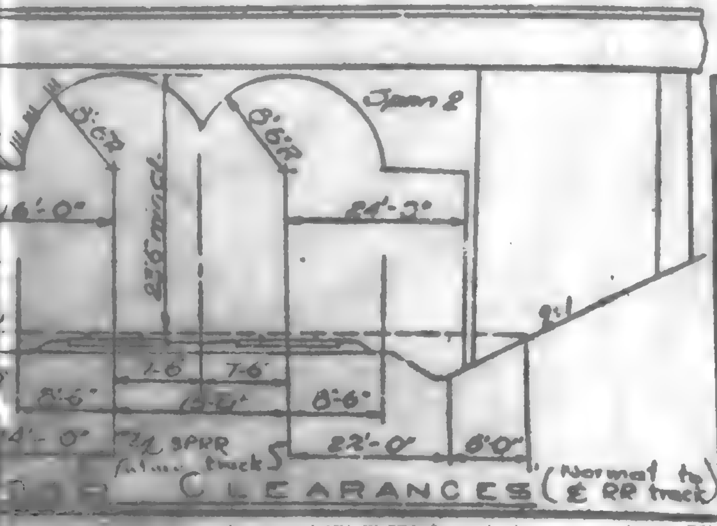

47'6"-0.0
Future Widening
1'-9"
10'
shld.
12'
lane
12'
lane
10'
shld
1'-9"
12'
lane
10'
shld.
1'-9"
6' typ.
13'-0"
15'-0"
0.02'/ft
0.02'/ft
℄ "Au"


SPAN 3
℄ R.R.
FILL
HP10×42 steel piles
BENT 4
BENT 3

TYPICAL "X" SECTION
scale 1/8"=1'0"


Au 316+25
El. 423.14
1800' VC
℄ Au
-2.872%
600' VC
-0.50%
+0.85%
"Au" 327+50
El. 373.14

GRADELINE DIAGRAM
No Scale


Span 2
8'-6"R
8'-6"R
16'-0"
24'-0"
23'-6" min.
7'-6"
7'-6"
8'-6"
15'-6"
8'-6"
24'-0"
℄ SPRR future track
22'-0"
6'-0"
OR CLEARANCES (Normal to ℄ RR track)

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

UMPQUA HWY O'XING OF SPRR
ANLAUF INTERCHANGE SECTION
UMPQUA HWY
DOUGLAS COUNTY

PLAN AND ELEVATION

APPROVED Walter J. Hart
BRIDGE ENGINEER

DEPUTY STATE HIGHWAY ENGINEER

DESIGNED [illegible]
DRAWN Carl Hagenstad
CHECKED
REVIEWED KAK
REVIEWED LL Wallace 8-30-72
CALC. BOOK

DATE	REVISION

ACCOMPANIED BY DWGS.

DATE August 23rd 1972
BRIDGE NO. 7471 A

SHEET 1 OF 1
DRAWING NO. [redacted]

31663

ENERAL FILES

I-5

Xp.

June 24, 1977

Douglas County Board of Commissioners
Douglas County Courthouse
Roseburg, OR 97470

Attention: Doris L. Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6132

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning use of certain county roads to detour highway traffic and provide a haul road during construction of the Anlauf Interchange on the Pacific Highway (I-5).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr

Attachment

bc: Don Harwell (agreement attached)

9037

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

April 18, 1977

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: L.W. Rulien
Program Management Engineer
SALEM

SUBJECT: Request for review and
approval of a Letter
Form Agreement
Vicinity of Anlauf Interchange
Douglas County Roadways

The following is a suggested letter form agreement between Douglas County and the State required by contemplated reconstruction of the Anlauf Interchange on Interstate 5:

Douglas County Board of Commissioners -

As a result of a contemplated contract to reconstruct the Anlauf Interchange on the Pacific Highway (Interstate 5) which will necessitate the closing to traffic of the existing connection to the Umpqua Highway, it is proposed that Douglas County and the State of Oregon enter into a mutual agreement to utilize Bear Creek and Curtin County Roads as a detour route as shown on Exhibit A which is made a part of this letter agreement.

This detour would be placed into operation on or about February 1, 1978, and extend for approximately one year from that date. The proposed route crosses the Southern Pacific Transportation tracks (Crossing C-616.10) at grade in the immediate vicinity of the community of Curtin. It is agreed that the State, at no cost to the County, would install a permanent standard drop-arm gate and flasher at this crossing prior to placing the detour into operation.

The State would provide all necessary signing and delineation to insure the safe operation of the detour. If minor improvements in alignment are deemed necessary, such will be made with the approval of the County by State.

During the operation of the detour, the State or its representatives will maintain the roadway. At the termination of the use of the detour, the State will return the roadway to the County in a condition equal to or better than that existing when the detour was initiated. The reacceptance of the roadway will be by mutual agreement of the two agencies.

The time limitations stated in this agreement can be revised as necessary by letter amendments mutually agreed to.

E.S. HUNTER
Deputy State Highway Engineer

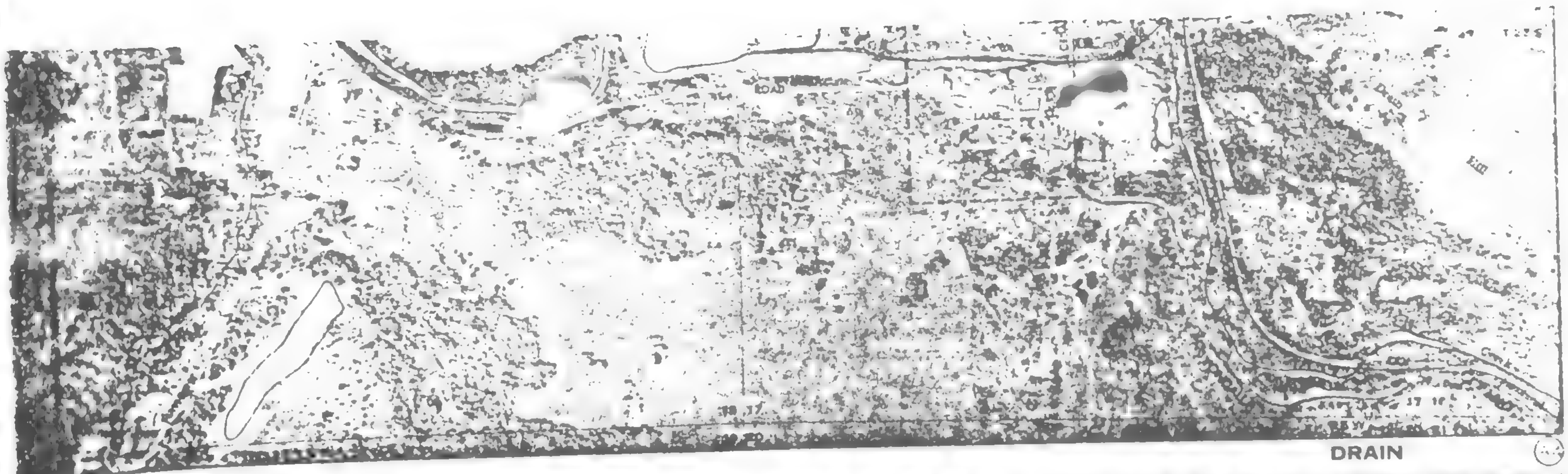
Approval by Douglas County:

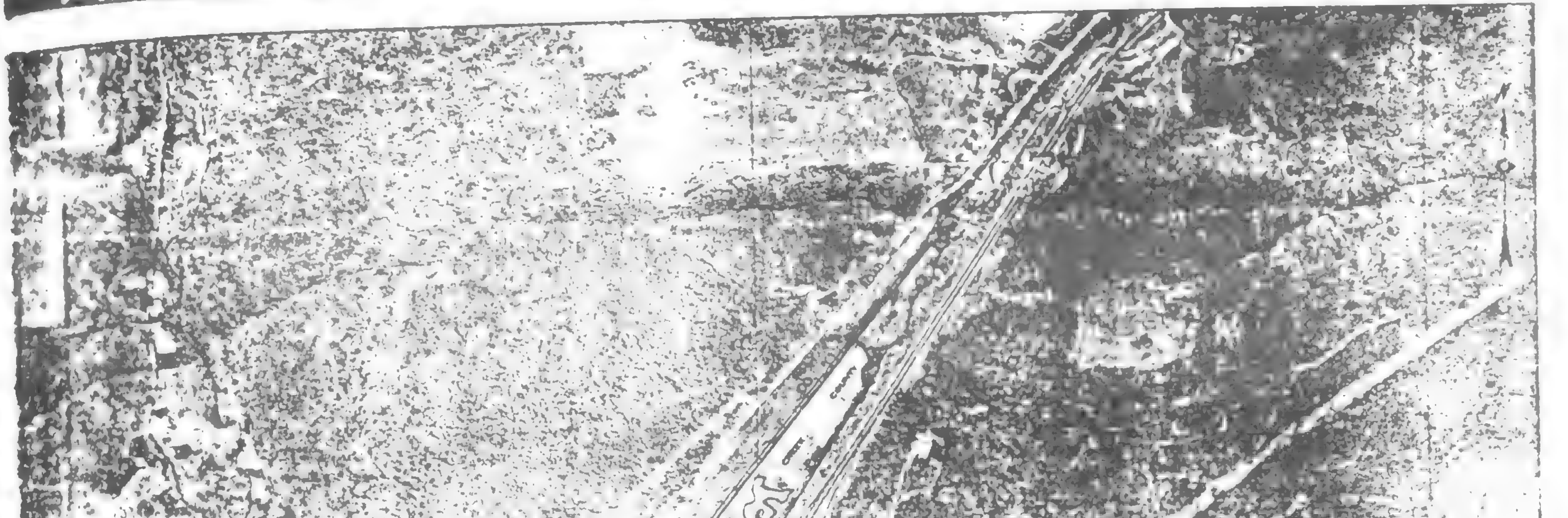
______________________, Chairman

______________________, Commissioner

______________________, Commissioner

GC/slc




CURTIN
DOUGLAS CO. GRANGE
CURTIN SCH.
ANLAUF
SOUTHERN PACIFIC
CURTIN-ANLAUF

1967

PHOTO MAP FROM MAY 1966 AERIAL PHOTOGRAPHY

Legend
0000 Detour Route

[illegible] [illegible] 21-2
I [illegible]

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

~~LOC 17~~

June 30, 1976

Mr. John W. Stuart
Attorney at Law
1004 Standard Plaza
Portland OR 97204

Re: Anlauf Interchange
Pacific Highway (I-5)

Dear Mr. Stuart:

The on-ramp you refer to in your June 24 letter is a portion of the Anlauf Interchange and does indeed present an undesirable situation. There are still a few of these left-hand on-ramps on the interstate system that we are phasing out as rapidly as possible.

Perhaps you noticed construction activity at the North Oakland Interchange on your recent trip. This is a current project to eliminate an undesirable southbound left-hand off-ramp at this location.

We are now in the process of developing a project extending from Divide to Anlauf which will upgrade the entire section as well as provide for reconstruction of the Anlauf Interchange. Work should commence within the next two or three years. When the project is complete, there will no longer be any left-hand on or off-ramps in Southwest Oregon.

Thank you for your interest in highway safety. If you have any further question, please let me know. I am enclosing one of my cards for easy reference.

Very truly yours,

ORIGINAL SIGNED BY J.X. WILSON

J. X. WILSON
Regional Construction Engineer

JXW/cw

cc H. S. Coulter

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 2 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

LAW OFFICES
KOLISCH, HARTWELL, DICKINSON & STUART
PATENT AND TRADEMARK ATTORNEYS
1004 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE (503) 224-6655

J. PIERRE KOLISCH
M. H. HARTWELL, JR.
JON M. DICKINSON
JOHN W. STUART
JOHN M. McCORMACK (D. C. BAR)

EUGENE OFFICE
915 OAK ST.-SUITE 201
EUGENE, OREGON 97401
(503) 342-1775

June 24, 1976

Safety Section
Department of Highways
State of Oregon
Salem, Oregon

Al Shirley

Re: Dangerous Condition

NOTED
[illegible]

Gentlemen:

Traveling north on highway I-5 just south of mile post 163 an on ramp, or road, merges into I-5 from the left. Having not driven this section of highway before and having seen no warnings of the merging lane I, and I'm sure others ahead of me, were totally surprised by traffic entering the highway at that point.

At the particular time when we were passing this merging road, there was a considerable amount of traffic. Those ahead of us and I were forced to drastically slow to permit merging traffic to enter the freeway.

I would strongly suggest that a number of warning signs be added in this area, particularly because travelers normally maintain a lookout for roads merging from the right, but are totally surprised by the rare occasion when they merge from the left.

Very truly yours,

John W Stuart
John W. Stuart

JWS/cj

ROSEBURG REGION
RECEIVED
JUN [illegible] 1976
ODC

NOTED
R. J. STOSE

7037

File BR 7470B

[illegible]
I-5,

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 4, 1976

Mr. Glen Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Anlauf Interchange
Anlauf Interchange Sec.
Pacific Hwy.
Douglas County

In your letter dated January 19, 1976, you stated you would approve a prestressed girder bridge at this site. We still feel that a post-tensioned box girder is the best structure type for the location. The structure is on an 8° curve and for a 120' span the middle ordinate is 2'-8". This will result in a deck overhang of approximately 5'-0" at midspan of the outside exterior beam using Bulb-T prestressed beams. Also, as stated in our previous letter, since the roadway alignment is on a curve and the prestressed beams lie on tangent, there will be a considerable variance in the amount of deck buildup over the beams. Due to the variable deck overhang and deck buildup, it is our opinion that these factors will result in a superstructure appearance which is unacceptable for an overcrossing of the interstate system.

In recent years we have built a number of post-tensioned structures over traffic (Bonita Rd. Uxing, Upper Boones Ferry Rd., Nyberg Rd. Interchange, Hubbard Interchange, Stafford Rd., and North Oakland Interchange which is conventionally reinforced with a 4° C.R. passing beneath the structure).

During construction of the above structures, we have found with proper signing and barricades we should have no serious problems with traffic. Also, with the present proposed grade there is adequate vertical clearance for falsework construction.

Before the piling are driven at Bent 1, the existing box culvert will have to be partially removed to facilitate the pile driving. Also, the new box culvert will be embedded in rock several feet in order to meet the inlet and outlet grades indicated on the vicinity map.

It is our standard office practice to detail the plans for a steel rail and then allow an aluminum alternate in the general notes. We will also investigate your concern pertaining to the wearing surface.

Presently field investigations are being conducted which could alter both the grade and alignment. Therefore, we plan to resubmit the preliminary after we receive the final grades and alignment.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

DWB/dh/ag

cc E. S. Hunter
L. W. Rulien
J. H. Versteeg
V. E. Skoog
Alfred Shirley

RECEIVED
STATE HWY ENGR
FEB 5 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9037

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 19, 1976

In reply refer to:

SUBJECT: Oregon Project I-5-3(-)163
Anlauf Interchange Section - Bridge No. 7470B

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Hart's letter, dated December 19, 1975, transmitted preliminary plans for this project. The recommendation was made to select the RCBG structure for this site because it is better looking.

We do not know the traffic staging sequence that will be used during construction, but we are concerned about the false work that would be required for a RCBG structure. This section of road is on a curve with substantial traffic having a large proportion of logging trucks.

In view of the traffic conflicts with falsework and the difference in cost, we will approve a prestressed girder bridge at this site.

The foundation report, dated November 18, 1975, was evidentially written for another structure but the data should be applicable to the structure submitted. It recommends steel piling at the end bents. It is noted that there is a conflict at Bent 1 with an existing box culvert. The report recommends a footing elevation at Bent 2 of 373. The bridge plan shows it and the new box culvert several feet lower which is in the rock several feet. You should check the plotting of these details.

The average pile lengths shown in the Foundation report are in error because the structure has been changed.

The bridge plans call for a steel rail. An aluminum alternate will also have to be allowed.

An asphalt concrete wearing surface is shown for this structure. A membrane will also be required and we are concerned about the 10.6%

RECEIVED
STATE HWY ENGR
JAN 20 '76
REFER TO
Walt Hart
FOR

cross-slope and side forces. Maybe a bare deck would be more appropriate here.

For G. L. Green

9037 BR 7470B I 5 S.

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 19, 1975

NOTED
E. S. HUNTE

Mr. Glen Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

Anlauf Interchange
Anlauf Interchange Sec.
Pacific Hwy.
Douglas Co.

Attached are two copies of Drawings 30934 and 30807 which are the preliminary plan and elevation and the vicinity map for the subject structure. One copy of the foundation report is also enclosed. Architectural studies will be forwarded to you when they become available.

The proposed roadway width is 48'-0". This allows for 4'-0" median, two 16'-0" lanes, and 6'-0" shoulders. The length was established to span the proposed freeway section and the elevation was controlled by the grade of "A" line. The vertical clearance is greater than the minimum requirement. This is because there are no permanent disposal areas for excess fill material. Therefore the balancing of the cuts and fills controls the grade line.

Two structure types were studied for this location, one being a cast-in-place post-tensioned box girder and the other a RCDG prestressed beam structure.

The estimated cost of the box girder is $493,000. The estimated cost of the RCDG prestressed beam structure is $439,000. Both estimates are based on estimated quantities and include a 20% allowance for engineering and contingencies. The above figures represent the structure cost only.

An advantage of box girder construction as compared to prestressed beams is that it is better suited to the curved alignment. With the prestressed beams the deck overhang becomes excessive due to the middle ordinate of the curve. Also since the roadway alignment is on a curve and the prestressed beams lie on tangent, there will be a considerable variance in the amount of deck buildup over the beams which will detract from the appearance of the structure.

From an aesthetics standpoint, a box girder is preferred to prestressed beams. Though the box girder structure is estimated to cost approximately 13% more than the prestressed beam structure, we recommend the post-tensioned box girder for this location.

This data is being sent to you as a preliminary submittal for your approval.

Very truly yours,

ORIGINAL SIGN
WALTER J. HART
Walter J. Hart
Bridge Engineer

LLW/DWB/ag
Attachs.

cc E. S. Hunter
A. Shirley
J. H. Versteeg
L. W. Rulien
V. E. Skoog

RECEIVED
STATE HWY ENG
DEC 22 '75
REFER TO
FOR

9027 7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 8, 1975

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Divide-Anlauf Section
Pacific Highway
Douglas County

TO: MEMORANDUM TO THE FILES

NOTED
E. S. HUNTER

The final EIS on the Divide-Anlauf Section has been submitted to the FHWA and design approval is expected later this month.

The Comstock-Anlauf Unit is in the Location Section but a portion has been returned to the field for additional information. Contract plans can be completed and right-of-way can be acquired for this unit in six to eight months after the project is received in the Final Design Unit.

The Divide-Comstock Unit is still in the field with an expected completion date of January 1976. Contract plans can be completed and right-of-way can be acquired on this unit in eight to ten months after this project is received in the Final Design Unit.

JHV:jh
cc: E. S. Hunter
L. W. Rulien
Victor Wolfe
Alfred Shirley
J. B. Boyd

RECEIVED
STATE HWY ENGR
OCT 8 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form FHWA 121 (Rev. 5-73)

9037

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 8, 1975

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-5-3(-)163
Divide Anlauf Section
Final Environmental Impact Statement

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The final EIS was accepted by our Regional Administrator on August 28, 1975 and forwarded the approved copy to C. E. Q. on the same date.

Please make copies of this final statement available as required by FHPM 7-7-2 and forward this office such notice of availability so that date project can be advanced can be established.

The original signed copy of the Title Sheet has been forwarded direct to your Environmental Section for immediate processing.

G. L. Green

RECEIVED
SEP 10 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 9 '75
REFER TO Schroeder
FOR

Info	Invcs	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

NOTED
R. L. SCHROEDER

FHWA-OR-EIS-74-02-F

9-2-75 h

DIVIDE-ANLAUF SECTION
PACIFIC HIGHWAY (I-5)
DOUGLAS AND LANE COUNTIES, OREGON

ADMINSTRATIVE ACTION

FINAL
ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

Submitted pursuant to 42 U.S.C. 4332(2)(C) and
23 U.S.C. 128(a).

6/27/75 R. L. Schroeder
Date Assistant State Highway Engineer

AUG 2 8 1975 for Richard C. Cowdery
Date Regional Federal Highway Administrator

SUMMARY OF FINAL ENVIRONMENTAL IMPACT STATEMENT

1. Federal Highway Administration administrative action:

Environmental Statement

( ) Draft
(XX) Final
( ) Section 4(f) Statement attached

2. The individuals listed below may be contacted for additional information concerning the proposal and the contents of this document.

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308
Phone: 378-3835

Mr. Gary A. Potter
Manager, Environmental Section
Oregon State Highway Division
412 Highway Building
Salem, Oregon 97310
Phone: 378-8486

Mr. Alfred Shirley, Jr.
Regional Engineer, Oregon
State Highway Division
1523 S.E. Cobb Street
Roseburg, Oregon 97470
Phone: 672-5441

Mr. Larry Rulien
Project Management Engineer
Oregon State Highway Division
207 Highway Building
Salem, Oregon 97310
Phone: 378-6563

3. The proposal is to upgrade a seven-mile (11 Km.) section of Interstate 5 to remove substandard access; provide median barriers, widen shoulders, and other safety features; reconstruct two interchanges, one at Anlauf, the other at Divide; and construct a system of frontage roads to reestablish access. This project is located in Lane County and Douglas County.

4. Environmental impacts of this proposal include:

a. Increasing the safety and mobility of the road user.

b. Modifying local property access and causing out-of-direction travel.

c. Acquisition of right-of-way including a number of private residences. One landlocked developed property and a portion of a nearby parcel may be acquired as a scenic easement.

d. Displacement and relocation of the occupants of the acquired residences.

e. Disruption of local and freeway traffic during construction.

f. Removal of some wildlife habitat and general devegetation.

g. Temporary disruption and reduction of the fish-supporting capabilities of Pass Creek.

5. Alternatives to this proposal would include:

a. Maintaining the status quo by doing nothing.

b. Relocating Interstate 5 in another corridor.

c. Constructing additional freeway lanes in the present corridor.

d. Modifying various design features such as frontage roads and interchanges.

6. a. The following agencies received copies of the draft statement:

Federal Agencies

Federal Highway Administration
U.S. Department of Transportation
Federal Aid Coordination Unit, Oregon (8 copies)
U.S. Environmental Protection Agency (5 copies)
U.S. Department of Agriculture
U.S. Department of Housing and Urban Development

U.S. Department of the Interior
    National Park Service
    Bureau of Sport Fisheries and Wildlife
U.S. Department of the Army, Office of the Chief
  of Engineers

State and Local Agencies

Department of Transportation
State Soil and Water Conservation Commission
Executive Department, Intergovernmental Relations
  (Clearinghouse)
Department of Environmental Quality
Lane Council of Governments
Umpqua Regional Council of Governments
South Lane School District 45J3
Oregon Environmental Council
Oregon State Library
City of Cottage Grove

b. Agencies commenting on the draft statement (copies of letters attached):

Federal Agencies

U.S. Coast Guard
U.S. Department of the Interior
U.S. Environmental Protection Agency, Region X
U.S. Department of Agriculture, Soil Conservation
  Service

State Agencies

Executive Department, Intergovernmental Relations
  (Clearinghouse)
    Division of State Lands
    Fish Commission
    Department of Land Conservation and Development
    Oregon Traffic Safety Commission
    Department of Geology and Mineral Industries
    State Engineer
    Water Resources Board

7. The draft environmental impact statement was made available to the Council on Environmental Quality and the public on May 17, 1974.

PREFACE

Units of measurement in the United States are being converted from the English system to the Metric system. The first highway project planned using only the metric system in the United States went to contract in November of 1974. While conversion should be completed in the next ten years, the transition will be simplified if it occurs gradually. This environmental impact statement includes the metric equivalents of all units of measurement, except highway milepoints, in parentheses after the English system notation. A table of equivalents has been prepared as an appendix to the document. This presentation is a step in the transition from the English system to the Metric system.

ERRATA

Frontage roads on all color graphics between Station 150 and Station 190 are inaccurately shown. These roads are correctly shown on the map after page 4.

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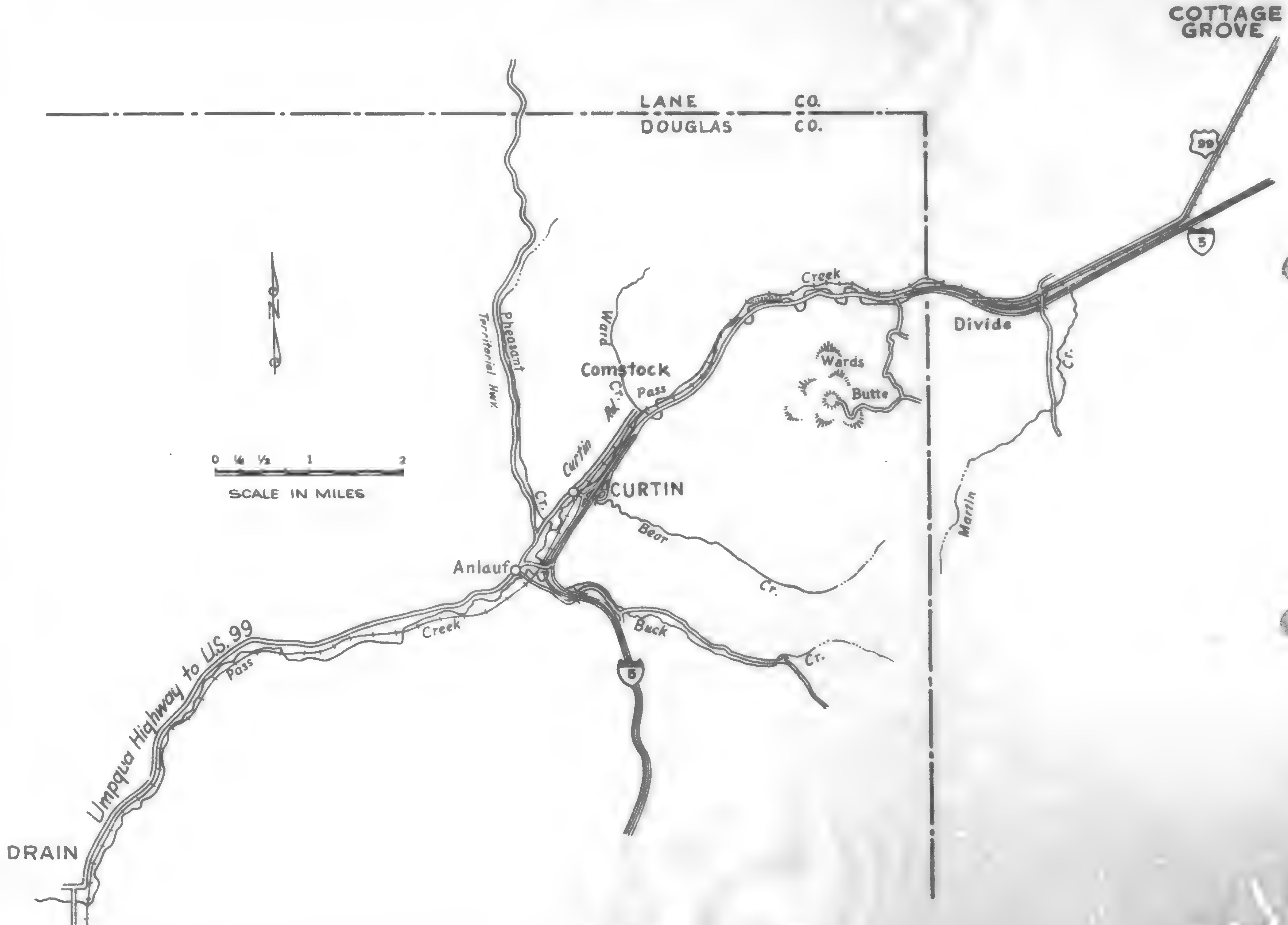
  Appendix G: Public Input, Corridor/Design Hearing and OSHD Response
  Appendix H: Pass Creek Park
  Appendix I: English-Metric Conversion Tables

LOCATION OF PROJECT

The Divide-Anlauf project is located on the Pacific Highway, Interstate 5, south of Eugene and north of Roseburg. The northern terminus of the project is just north of the Divide Interchange, approximately four miles (6.5 Km.) southwest of Cottage Grove. The project extends about seven miles (11.2 Km.) southwest along the existing highway to a southern terminus at the Anlauf Interchange.

The Divide Interchange is the intersection of Interstate 5 and Highway 99, which run parallel from Divide through Cottage Grove and up the Willamette Valley. The Anlauf Interchange is the Interstate 5 intersection with Highway 38, the Umpqua Highway, a route to the Coast Highway (US 101) terminating at Reedsport. Other road facilities in the project area include a county road between Anlauf and Comstock, the Territorial Highway from Anlauf to Lorane, and secondary roads extending up Bear Creek, Buck Creek, Martin Creek, and Ward Butte. The Southern Pacific Railroad runs parallel to the Interstate throughout this section.


COTTAGE GROVE
LANE CO.
DOUGLAS CO.
99
5
Creek
Divide
Cr.
Ward
Comstock
Cr.
Pass
Wards
Butte
Martin
N
Pheasant
Territorial Hwy.
Curtin Rd.
0 ¼ ½ 1 2
SCALE IN MILES
CURTIN
Cr.
Bear
Cr.
Anlauf
Creek
Buck
Cr.
Pass
5
Umpqua Highway to U.S. 99
DRAIN

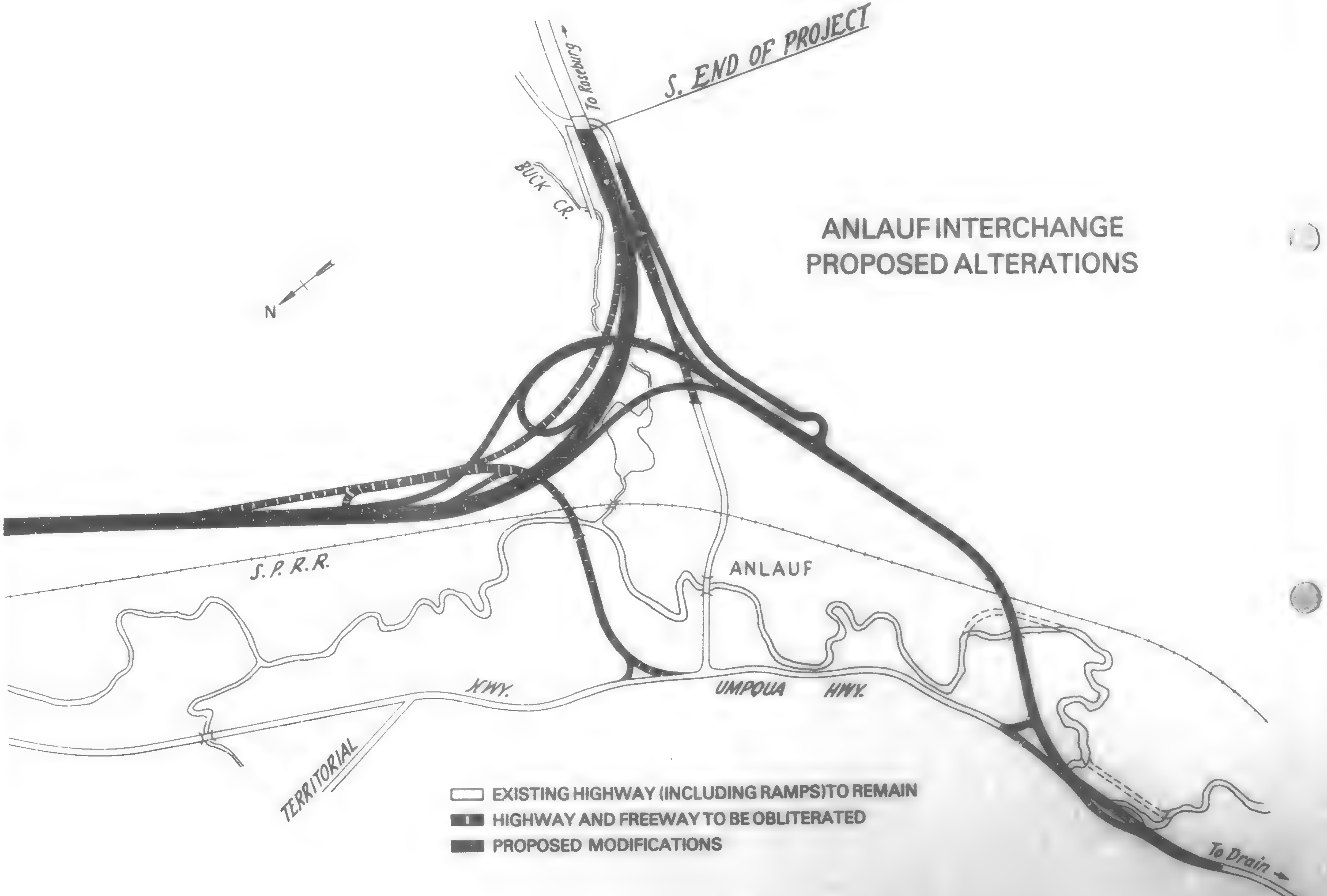
DESCRIPTION OF PROJECT

The project consists of the reconstruction of the interchanges at the ends of the project section and the modification and upgrading of the intervening roadway. The project has been divided into four units: Divide Interchange; Divide-Comstock unit; Comstock-Anlauf unit, which includes the Curtin Interchange; and Anlauf Interchange. Minor project modifications were made in response to testimony received at a hearing in June 1974. Appendix G is a discussion of hearing comments.

The present Anlauf Interchange has left-hand exits and entrances on Interstate 5 with short weaving sections between the on- and off-ramps. A complete new interchange, mapped on the next page, will be constructed for this connection with the Umpqua Highway. The new interchange will only include right-turn movements. The 1973 average daily traffic (ADT) on the Umpqua Highway near the interchange is 3,000 vehicles. This interchange will require the construction of two crossing structures, one for the crossing of the railroad tracks and Pass Creek, and the other as an underpass on I-5 for traffic movement in the interchange. Construction of the interchange and its connections will require the placement of a box culvert under the proposed southbound off-ramp, and a new box culvert under the freeway to provide passage for Buck Creek. A new frontage road will provide access to the Buck Creek drainage.

Approximately one mile (1.6 Km.) of new grade and alignment will be necessary to reconnect the Umpqua Highway to the proposed interchange at Anlauf. This alignment will generally parallel the southerly side of the Southern Pacific Railroad for approximately three-quarters of a mile (1.2 Km.), cross the tracks and Pass Creek on structure and

ANLAUF INTERCHANGE PROPOSED ALTERATIONS

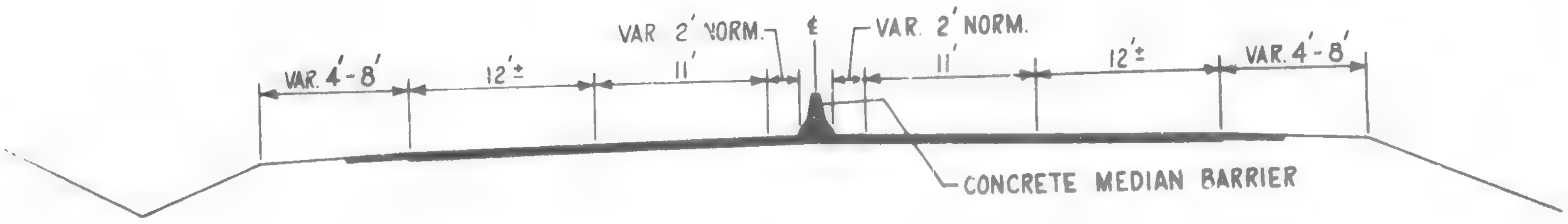

S. END OF PROJECT
To Roseburg
BUCK CR.
N
S.P.R.R.
ANLAUF
HWY.
UMPQUA HWY.
TERRITORIAL
To Drain
EXISTING HIGHWAY (INCLUDING RAMPS) TO REMAIN
HIGHWAY AND FREEWAY TO BE OBLITERATED
PROPOSED MODIFICATIONS

rejoin the Umpqua Highway about a mile (1.6 Km.) west of Anlauf. Approximately 1,500 feet (460 m.) of channel change of Pass Creek will be required by this new alignment. The existing ramp connecting the freeway and Umpqua Highway, and approximately 1,000 feet (310 m.) of the existing Umpqua Highway, will be obliterated.

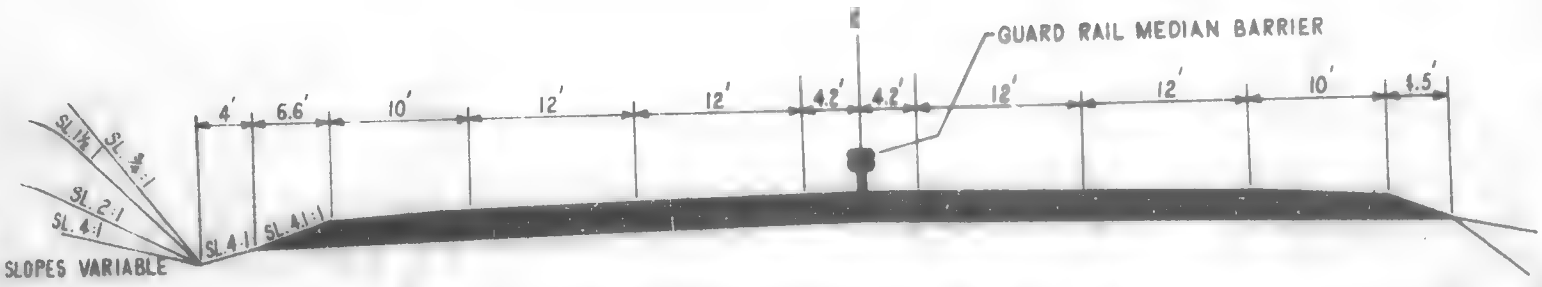
The roadway between Anlauf and Divide is to be reconstructed to acceptable Interstate standards. At present the project area has a substantial number of uncontrolled access roads and a number of curves that require speed reductions during inclement weather. The median and shoulders are narrow.

The Comstock-Anlauf unit presently has a metal guardrail. The median will be widened from 8 feet 4 inches (2.6 m.) to 16 feet (4.9 m.) and will accommodate a concrete barrier. Here, work will consist of slope flattening, widening shoulders, and overlay as well as closure of the Comstock Interchange. The Divide-Comstock section, on the other hand, has a narrow median and a temporary concrete barrier. This section will be reconstructed to flatten curves and provide for additional median width, four twelve-foot (3.7 m.) travel lanes, and ten-foot (3.2 m.) paved shoulders. The present barrier will be relocated and permanently placed in the new median. Interchange access at Comstock will be removed, as Curtin Interchange is one mile (1.6 Km.) to the south, and the existing and anticipated traffic volume using this interchange is under 100 vehicles per day. Additional safety features to be incorporated include guardrails, roadside embankments, and retaining walls. Typical cross sections are illustrated on the next page.

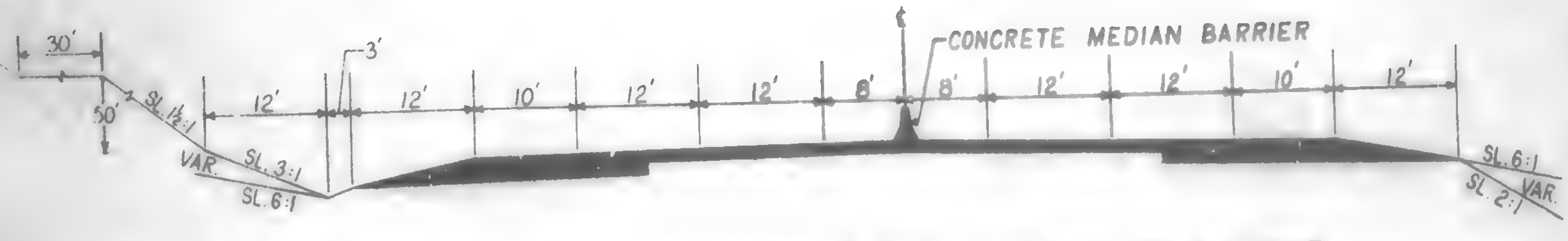
TYPICAL SECTIONS


VAR 2' NORM.
℄
VAR. 2' NORM.
VAR. 4'-8'
12'±
11'
11'
12'±
VAR. 4'-8'
CONCRETE MEDIAN BARRIER

EXISTING SECTION–DIVIDE TO COMSTOCK


℄
GUARD RAIL MEDIAN BARRIER
4'
6.6'
10'
12'
12'
4.2'
4.2'
12'
12'
10'
3.5'
SL. 1½:1
SL. ¾:1
SL. 2:1
SL. 4:1
SLOPES VARIABLE
SL. 4:1
SL. 4.1:1

EXISTING SECTION–COMSTOCK TO ANLAUF


30'
50'
SL. 1½:1
VAR.
SL. 3:1
SL. 6:1
3'
12'
12'
10'
12'
12'
8'
℄
CONCRETE MEDIAN BARRIER
8'
12'
12'
10'
12'
SL. 6:1
VAR.
SL. 2:1

PROPOSED SECTION–ENTIRE PROJECT FROM DIVIDE TO ANLAUF

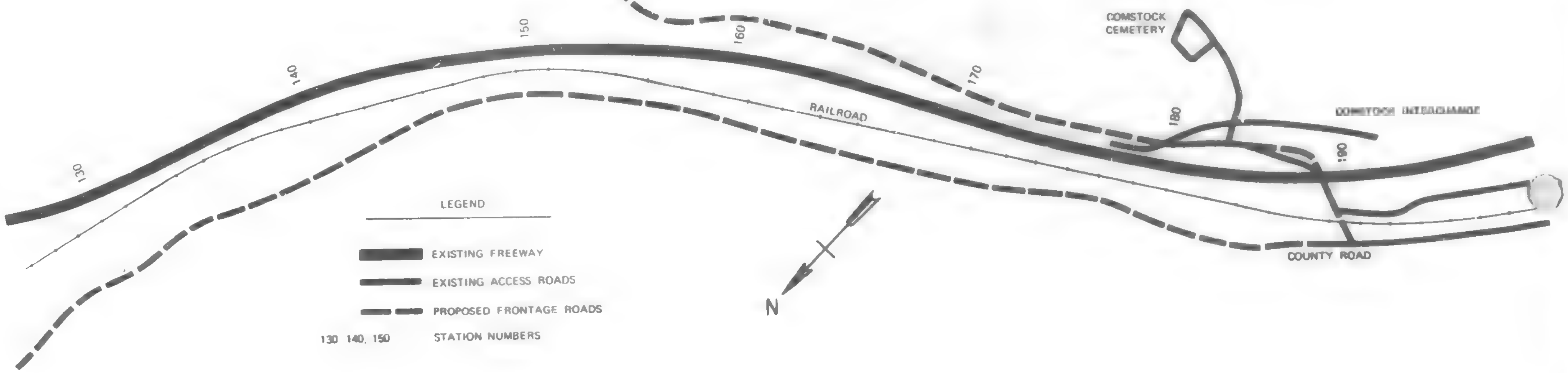
The present direct freeway access from adjacent public and private roads will be eliminated. This will necessitate the construction of a system of frontage roads to provide access at the interchanges. The frontage road system proposed at the corridor/design hearing, and subsequent modifications made as a result of comments received at the hearing, are shown on the maps on the next page. These frontage roads will require a system of channel changes and culverts along the northerly stretches of Pass Creek. Within the northern two-and-one-half miles (4.0 Km.) of the project, Pass Creek meanders under the highway eight times. Reconstruction of the highway and construction of the frontage roads will require nearly total modification of the Pass Creek channel upstream from Ward Butte Road. Below Ward Butte Road there will be a number of channel changes and the lengthening of existing culverts to correspond to the wider roadbed.[1]

The existing county road to the west of the railroad in the area between Anlauf and Comstock will be extended north toward Divide to Station 118, providing access to private lands and the railroad. An extension of this road will cross the railroad, connect to an existing road that crosses under the Interstate at Comstock Interchange and run northward to Station 113.[2] This road will provide access to the Comstock Cemetery and private lands. A second frontage road system will be constructed on the north end of the project. An existing frontage road at Divide, the present access for several properties on the northwest

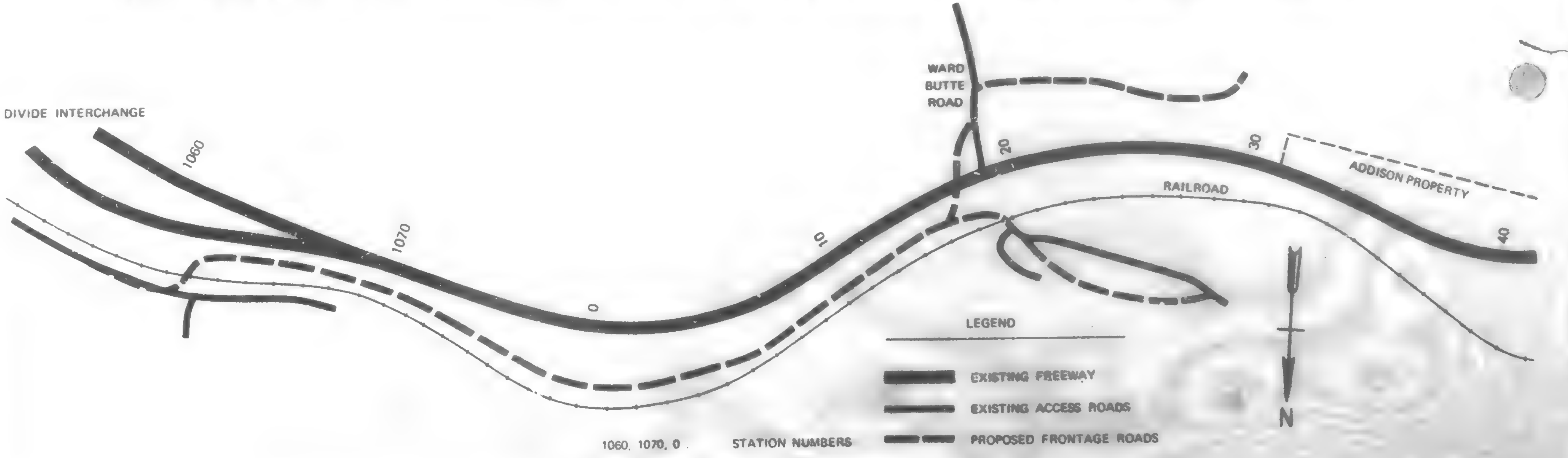
In Pass Creek, according to an April 30, 1973 Highway Division memo, modifications will include six channel changes, extension of seven culverts, installation of one new culvert, and construction or design activity affecting six other channel segments. Subsequent frontage road modifications will require two additional culverts.

[2] Station numbers are shown on all maps.

PROPOSED ACCESS ROADS-COMSTOCK INTERCHANGE AREA


COMSTOCK CEMETERY
COMSTOCK INTERCHANGE
130
140
150
160
170
180
190
RAILROAD
COUNTY ROAD
N
LEGEND
EXISTING FREEWAY
EXISTING ACCESS ROADS
PROPOSED FRONTAGE ROADS
130 140, 150 STATION NUMBERS

PROPOSED ACCESS ROADS NEAR DIVIDE INTERCHANGE

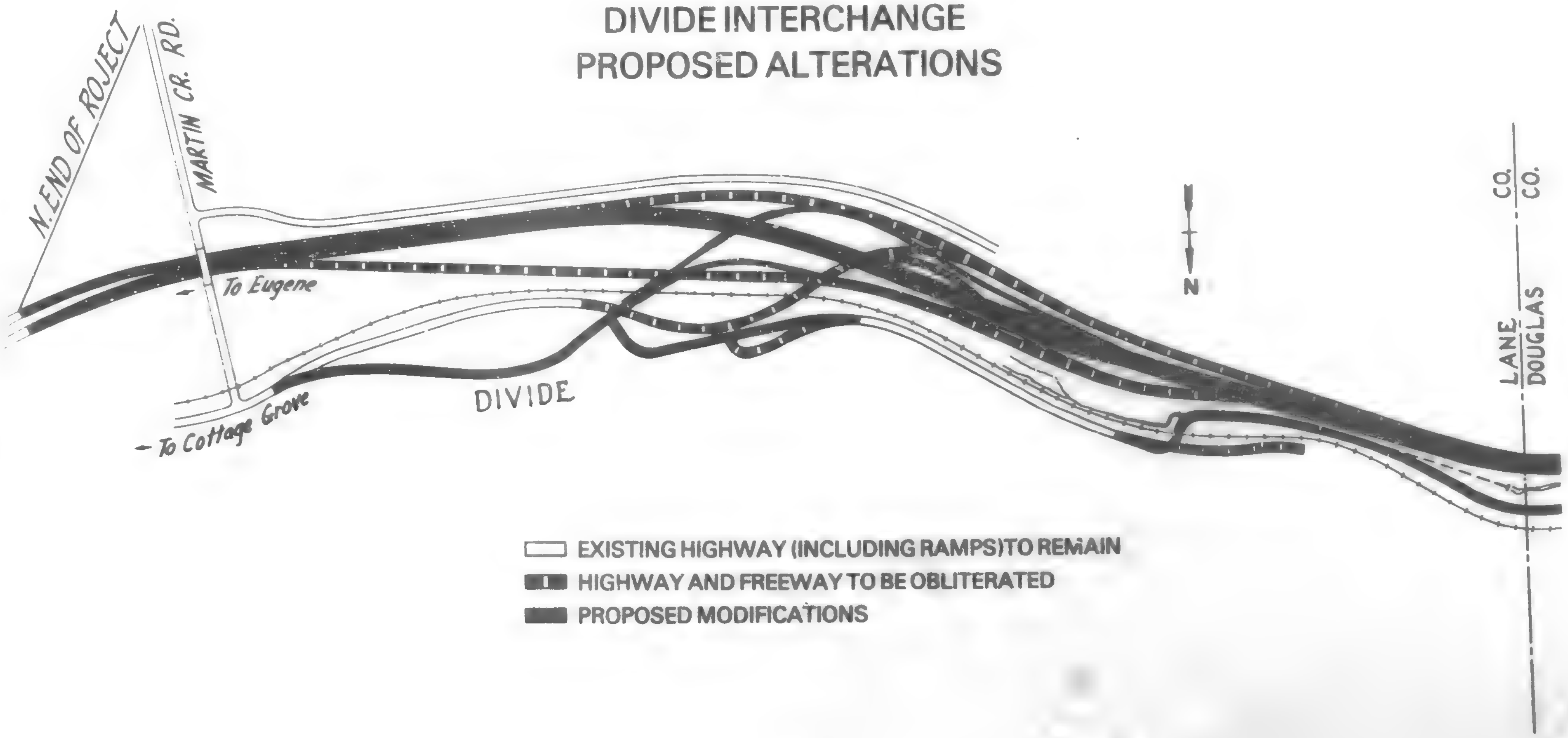

DIVIDE INTERCHANGE
WARD BUTTE ROAD
1060
1070
0
10
20
30
40
RAILROAD
ADDISON PROPERTY
N
LEGEND
EXISTING FREEWAY
EXISTING ACCESS ROADS
PROPOSED FRONTAGE ROADS
1060, 1070, 0 . STATION NUMBERS

side of the highway, will be extended southwest to Station 1069 for access to farm and timber holdings. A separated grade structure at Station 20 will continue this system to the southeast side of I-5 to Station 30 to provide access to Ward Butte Road via a new overpass. Minor modifications in both frontage road systems, based on comments received at the hearing, have been made.

The Divide Interchange, mapped on the next page, is to be reconstructed to eliminate the left-hand exit and entrance. It will remain a partial interchange providing only a northbound exit and a southbound entrance for the Goshen-Divide Highway. A new interchange with right-hand movements only will necessitate new crossing structures and the reconstruction of about three-fourths of a mile (1.2 Km.) of Interstate 5 on a modified horizontal alignment within the existing right-of-way. The northern terminus of the project will be approximately 1,000 feet (310 m.) north of the Martin Creek Road undercrossing. The modified interchange will require realigning approximately 2,000 feet (620 m.) of State Highway 99 (Goshen-Divide Highway) on new right-of-way. The 1973 ADT on Goshen-Divide Highway near the interchange was 1,500.

No bicycle facilities are proposed in conjunction with this project.

DIVIDE INTERCHANGE
PROPOSED ALTERATIONS


N. END OF ROJECT
MARTIN CR. RD.
To Eugene
To Cottage Grove
DIVIDE
N
LANE CO.
DOUGLAS CO.
EXISTING HIGHWAY (INCLUDING RAMPS)TO REMAIN
HIGHWAY AND FREEWAY TO BE OBLITERATED
PROPOSED MODIFICATIONS

PURPOSE AND JUSTIFICATION OF PROJECT

The basic purpose of this proposed project is to bring the Divide-Anlauf section of Interstate 5 up to feasible Interstate standards and improve traveler safety and mobility. Economic and environmental constraints, however, will restrict the Highway Division from bringing this section up to desired freeway standards.

The Divide-Anlauf section was originally constructed in the early '50s as an improvement to Pacific Highway 99 within the same corridor but with a somewhat changed alignment. An interchange was constructed at Divide, connecting to the Goshen-Divide Highway. The interchange was later modified to eliminate short radius left-turn lanes between the northbound and southbound traffic lanes. Elimination of these curving lanes left a northbound off-ramp and a southbound on-ramp from the Goshen-Divide Highway.

Since this original construction, other public and private accesses were reconnected directly to the four-lane facility and were allowed to remain as uncontrolled accesses. Left-turn movements across traffic lanes were permitted between Divide and Comstock until a temporary barrier was installed in 1974. This is the only section of Interstate 5 in Oregon with uncontrolled access. The highway between Divide and Comstock was constructed to a four-lane width in 1952. At the same time, the section between Comstock and Anlauf was improved by construction of a two-lane configuration and a divided four-lane section at Anlauf Interchange. Grade separation structures were constructed at Comstock and Anlauf. In 1960, this section was widened to four twelve-foot (3.6

m.) travel lanes divided by an eight-foot (2.5 m.) median and barrier. A full interchange was constructed at Curtin as part of the same project.

The average accident rate between Divide and Comstock for a five-year period from 1968 to 1972 has been 0.8 accidents per million vehicle miles traveled (1.3 accidents per million Km.). This rate is below the statewide average of 1.00 accident per million vehicle miles (1.6 accidents per million Km.) for rural freeways. However, one strong indication of hazardous conditions when accidents do occur is that the fatality rate is approximately twice the statewide average. Improvement will separate traffic, limit access to established interchanges, and allow for safer movement of vehicles. With these improvements, the fatality rate should decline significantly.

Most of the highway between Divide and Comstock is a series of curves; the longest straight section is but 1,500 feet (457 m.) in length. The safe driving speed on a number of curves is slower, by 10 (16 Km.) to 25 (40 Km.) miles per hour, than the design speed for freeways (70 miles per hour or 110 Km. per hour). Average recorded vehicle speed was nevertheless about the same as on other rural freeways in Oregon before the recent reduction to 55 miles (90 Km.) per hour. The low accident rate may be a reflection of driver recognition of the hazards of a narrow median and uncontrolled access. The lowered statewide maximum speed may reduce both the fatality and total accident rate in this section prior to construction. However, this reduction has not been in effect long enough to supply the base data necessary for forecasting trends.

During 1973, the average daily traffic (ADT) on this section was 13,300 vehicles, of which 16 percent were trucks. The ADT is close to constant for the entire section, as all access points between Divide Interchange and Anlauf Interchange are used by relatively insignificant volumes of traffic. The volume is projected to increase to 23,200 vehicles by 1993, exceeding the computed capacity of 21,600 vehicles. The percentage of trucks should remain constant. If the proposed improvements are made, the computed capacity would become 27,000 vehicles, an increase of 25%. The increase in capacity reflects widened shoulders and median and construction of a barrier, all allowing additional area for maneuvering throughout the section. Traffic volume projections do not take the energy shortages and their implications for highway usage and users into account.

EXISTING ENVIRONMENT - NATURAL

Interstate 5 between Divide and Anlauf lies in a narrow southwesterly-trending valley drained by Pass Creek and its tributaries, Ward Creek and Pheasant Creek from the northwest, and Bear Creek and Buck Creek from the southeast. Steep slopes rise abruptly to ridges attaining elevations of 1,522 feet (466 m.) on the northwest side to 2,092 feet (638 m.) at Ward Butte on the southeast side. The gradient of the valley floor is relatively gentle. The maximum highway grade is 5.1 percent just east of the Lane-Douglas County Line near Divide.

The headwaters of Pass Creek lie at the divide of the low pass separating the Willamette and Umpqua drainage basins. Between Divide and Comstock, Pass Creek flows in a scoured channel, interspersed with sections containing silts, sands and gravels. Above Comstock it reduces grade and becomes a meandering stream with a well-developed floodplain and marsh-filled oxbows. Seasonal variations in streamflow through the project section range from less than one cubic foot (.028 c.m.) per second in summer to over 80 cubic feet (2.24 c.m.) in the fall and winter.[3] The most recent extensive flooding occurred in 1964. During more recent high water, 1973, Pass Creek reached about eight inches (20 cm.) below the bottom of the Pass Creek County Campground bridge at Curtin. Pass Creek leaves the project area at Anlauf to continue southwesterly to Drain where it enters Elk Creek, a tributary of the Umpqua River.

---

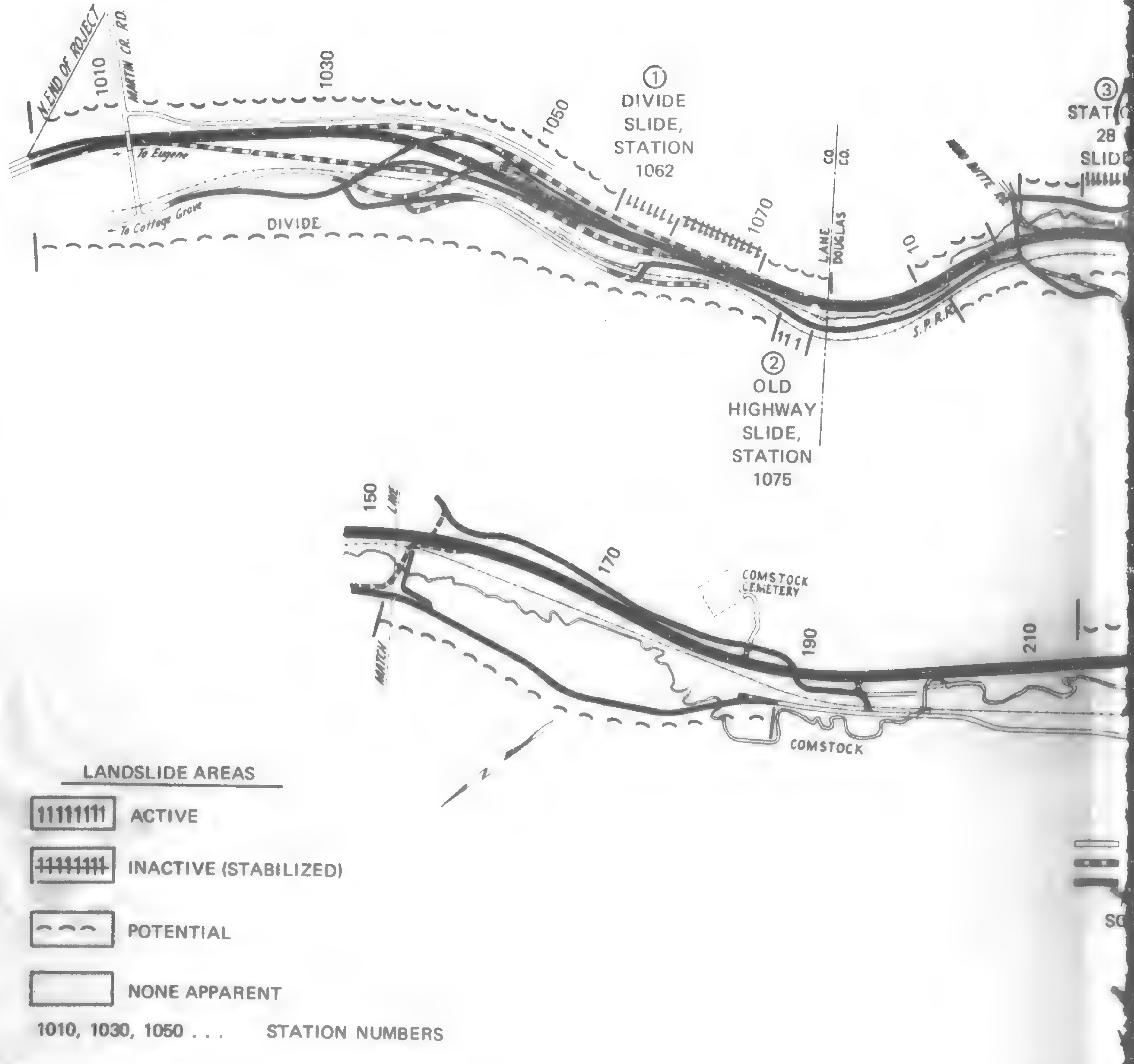
[3] Oregon State Game Commission, Environmental Investigations, Umpqua River Basin, Fish and Wildlife Resources and Their Requirements (Portland, Ore.: 1972).

The Eocene Fisher formation predominates along the highway alignment. As shown on the slope stability map, this highway section has many adjacent potential and active landslide areas. The eight known active slides located along this section are discussed in Appendix E. The other two formations, Spencer and Tyee, are less common along this alignment and more stable. The Spencer formation includes a few thin beds of impure coal. Exposure of a typical coal seam may be seen adjacent to the northbound lane about 400 feet (122 m.) south of the Cavey Slide. Soils, reflecting the qualities of the parent material, have no utility for highway construction uses.

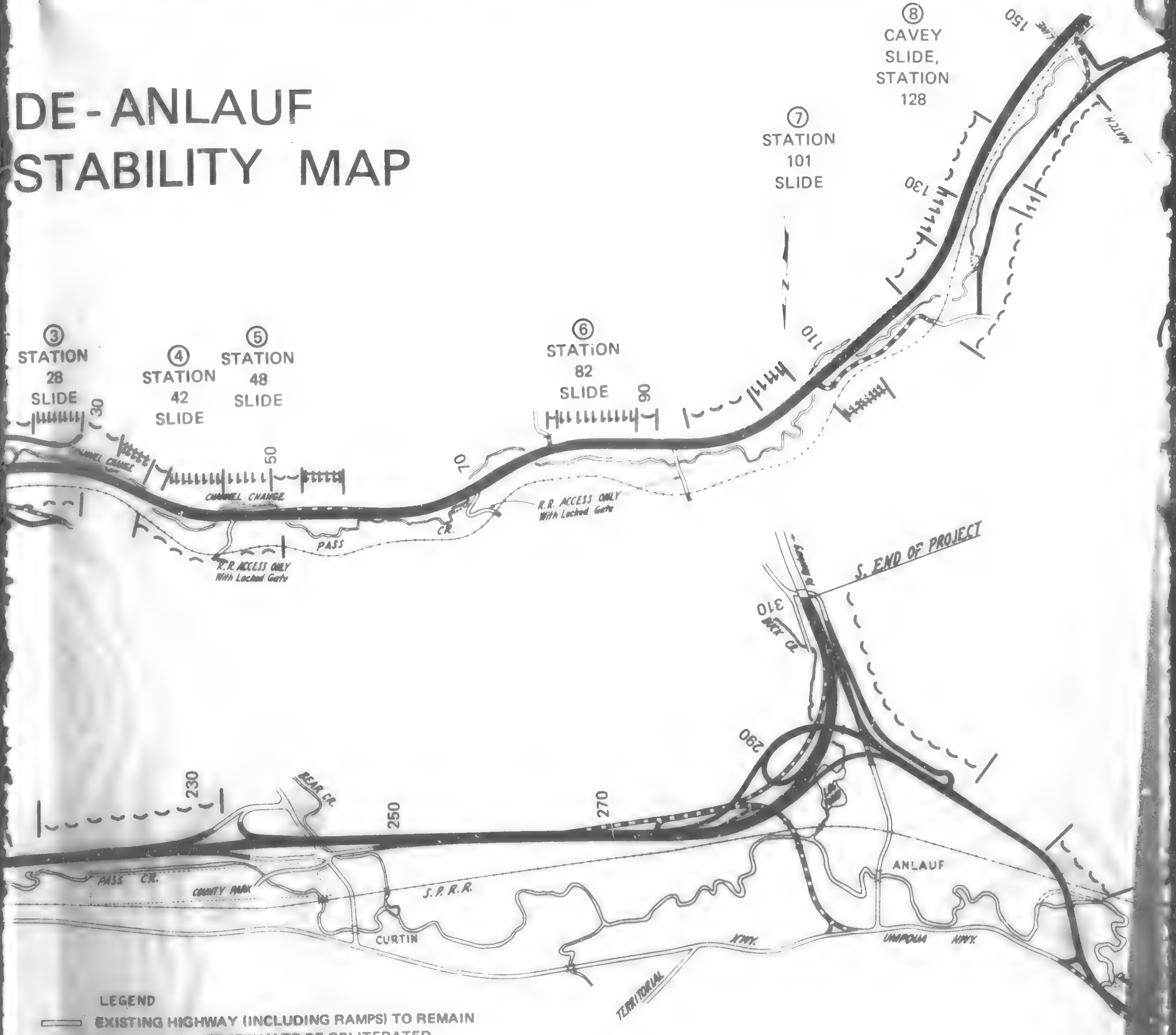
The slopes in the project area are timbered in second growth Douglas fir and Oregon white oak. The valley floor in its narrow upper end between Divide and Comstock is vegetated with red alder, big leaf maple and willow along with fir and oak. The understory commonly consists of willow, thimbleberry, poison oak, blue elderberry, evergreen blackberry, and himalaya blackberry. In the wider part of the valley, downstream of Comstock, some of these species persist as isolated zones of riparian (streamside) vegetation. These stream border plant communities stabilize stream temperature, retard bank erosion, and provide food and cover for wildlife. The valley near Comstock and further downstream is cleared along the level valley floor and on the flatter slopes of the adjoining hillsides. These parcels, typically small, are used primarily as pasture for stock and homesites.

The dense, thorny understory near the highway provides excellent cover for wildlife. There are signs of regular use of cover by deer, brush rabbits, and western gray squirrels. Established deer trails, crossing

DIVIDE
SLOPE ST


N. END OF PROJECT
1010
MARTIN CR. RD.
1030
To Eugene
To Cottage Grove
DIVIDE
1050
① DIVIDE SLIDE, STATION 1062
1070
CO. CO.
LANE DOUGLAS
10
S.P.R.R.
② OLD HIGHWAY SLIDE, STATION 1075
③ STAT 28 SLID
150
LINE
MATCH
170
COMSTOCK CEMETERY
190
210
COMSTOCK
N
LANDSLIDE AREAS
11111111 ACTIVE
11111111 INACTIVE (STABILIZED)
POTENTIAL
NONE APPARENT
1010, 1030, 1050 . . . STATION NUMBERS
SO

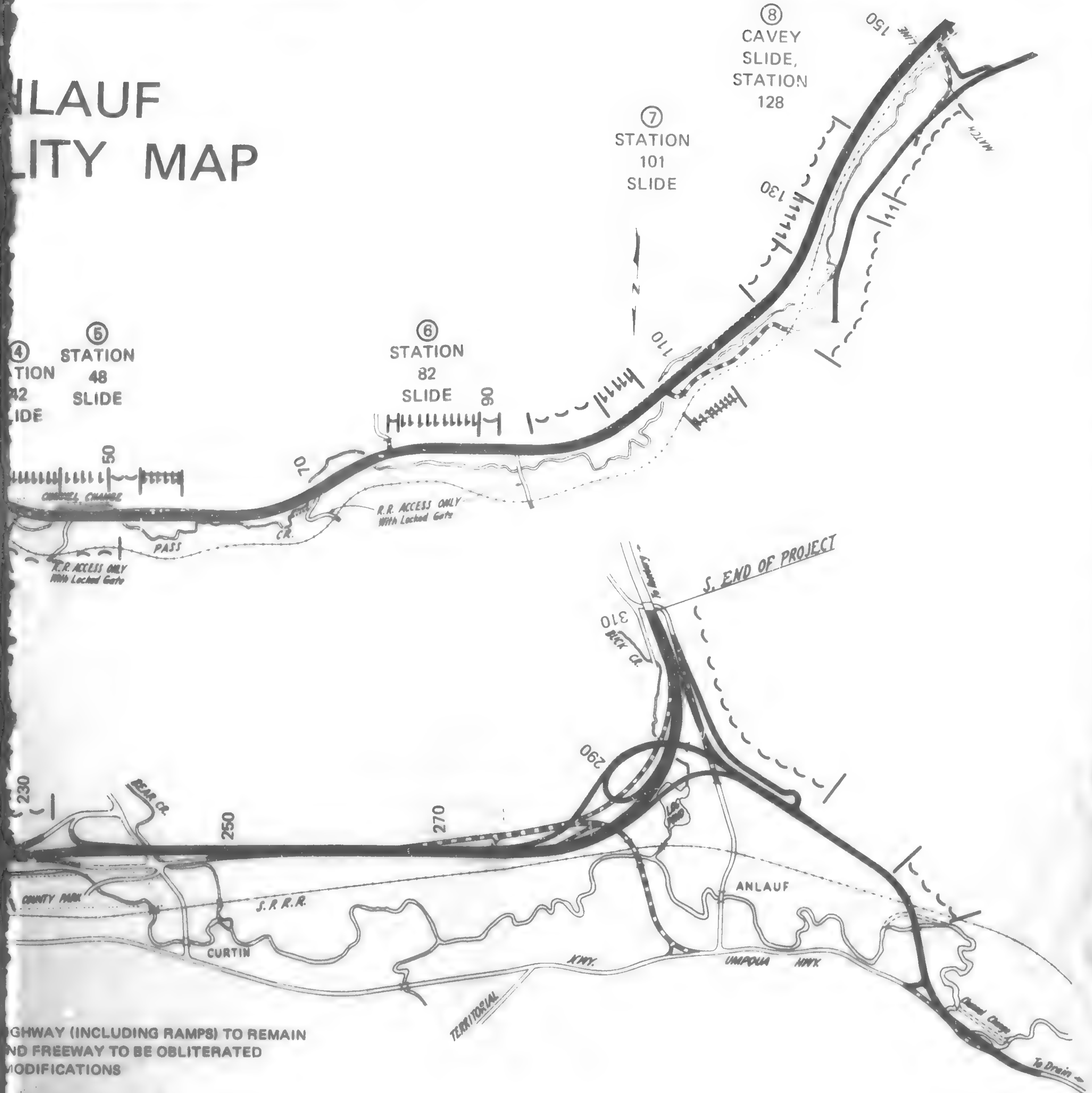
DE-ANLAUF
STABILITY MAP


③ STATION 28 SLIDE
④ STATION 42 SLIDE
⑤ STATION 48 SLIDE
⑥ STATION 82 SLIDE
⑦ STATION 101 SLIDE
⑧ CAVEY SLIDE, STATION 128
30
50
70
90
110
130
150
230
250
270
290
310
CHANNEL CHANGE
R.R. ACCESS ONLY With Locked Gate
PASS CR.
S. END OF PROJECT
BEAR CR.
COUNTY PARK
S.P.R.R.
CURTIN
ANLAUF
TERRITORIAL HWY.
UMPQUA HWY.
N
MATCH LINE

LEGEND
▭ EXISTING HIGHWAY (INCLUDING RAMPS) TO REMAIN
▬ HIGHWAY AND FREEWAY TO BE OBLITERATED
▬ PROPOSED MODIFICATIONS

SCHEMATIC MAP (NOT TO SCALE)

NLAUF
LITY MAP



⑧
CAVEY
SLIDE,
STATION
128
LINE 150
MATCH
⑦
STATION
101
SLIDE
130
110
④
TATION
42
LIDE
⑤
STATION
48
SLIDE
⑥
STATION
82
SLIDE
90
50
70
CR.
PASS
R.R. ACCESS ONLY
With Locked Gate
R.R. ACCESS ONLY
With Locked Gate
S. END OF PROJECT
310
BUCK CR.
290
230
BEAR CR.
250
270
COUNTY PARK
S.P.R.R.
CURTIN
ANLAUF
HWY.
UMPQUA HWY.
TERRITORIAL
To Drain

GHWAY (INCLUDING RAMPS) TO REMAIN
ND FREEWAY TO BE OBLITERATED
MODIFICATIONS

AP (NOT TO SCALE)

the highway at several points, and the presence of browse plant species indicate the regular use of the area by deer. Two active beaver dams were also observed in November 1974 within 50 yards (46 m.) of the highway.[4] A wildlife inventory for the area is attached as Appendix A.

Pass Creek, upstream to Ward Butte Road, and Pheasant, Bear and Ward Creeks contain spawning sites for coho salmon and steelhead trout. Adult coho salmon may enter the project area as early as September, depending upon the time of high water in the fall season; winter steelhead trout may enter the zone by October and remain until spawning occurs in January. Steelhead may not leave the zone until May or June.[5] This means that adult salmon or trout may be in the project area eight months of the year. When spawning is successful, the fry emerge between January and June. They then remain for a year or more in these waters before proceeding downstream.

[4] Oregon State Highway Division, report of the Environmental Section Biologist, October 19, 1972.

[5] Environmental Investigations, op.cit.

EXISTING ENVIRONMENT - MAN MADE

Settlement

The character of the region is rural, with timbered hillsides and small farms and hamlets located on the valley floor adjacent to the freeway and the railroad. The freeway follows the southeasterly side of the valley. In the vicinity of the Anlauf Interchange where Pass Creek swings to the west, the freeway climbs out of the valley and continues on a more southerly course.

The railroad generally follows the northwesterly side of the valley to Curtin, where it crosses diagonally to the southeast side. At Anlauf the railroad swings westward, generally following the course of the Pass Creek valley toward Drain.

Settlement in the Divide-Anlauf area dates from the 1860s. Douglas County was created in 1852 from an area which had been a portion of Lane County. The first county seat was Winchester but it was moved to Roseburg two years later. The project is located in the general area of settlement of the Applegate family. In 1860 Jesse Applegate sold the townsite of Drain on lower Pass Creek to Charles Drain. Early settlers on upper Pass Creek included the Ward and Anlauf families.

Growth of the county was steady except for the accelerated progress of the years immediately following the construction of the O & C Railroad to Roseburg in 1872. This is the line which still today passes through Divide, Comstock, Curtin, Anlauf and thence runs southwest toward Drain. By 1877, the Pass Creek drainage could boast a grist mill and a steam sawmill to which timber was rafted from upstream logging areas.

In addition to lumbering, wheat growing and raising livestock were important primary activities in the area.

Railroad stations formed the foci for settlement in the area. The railroad station at Divide was so named because it was set in the divide between the Willamette River and Umpqua River watersheds. All that remains today is a home (reportedly a former schoolhouse), a real estate office, scattered house trailers and a trailer camp for railroad personnel.

The railroad stations at Comstock and Curtin were named after early-day sawmill operators. The sawmills have disappeared, as have the rail stations. There is still a railroad passing track at Comstock as well as the Comstock Cemetery. This cemetery is located only a few hundred yards from Interstate 5. It dates from the 1870s and contains the graves of a number of local pioneer families.

Curtin is today the only community in the project area not in a stage of rapid decline. It has a freeway-oriented cluster of commercial establishments around the interchange including service stations and restaurants as well as a motel and an automotive salvage yard and garage. An area northwest of the Curtin Interchange between the Interstate and the railroad has been developed as a county park. The facilities of the park (Pass Creek Park) are described in Appendix H.

Curtin is also the site of the only post office, elementary school, general store and church in the area. The church occupies a building which was the local grange. The school building is not being operated by the local district and was in disuse for a time. Children living in the Douglas County part of the project area commute to school

in Drain by bus. The Curtin school was temporarily reopened in 1973 for use by the Cottage Grove School District because one of their school buildings was condemned.

The community of Anlauf has been in rapid decline since the 1960s. Anlauf was named after a local pioneer family who settled here in the 1860s. It at one time boasted a general store, post office, garage and a couple of sawmills. The last of the mills closed in 1972. The interstate construction of the last decades, as well as the mill closures, have left this community only a small cluster of homes and a name on the map.

Future growth of the area is intimately linked to the highway network. The Douglas County Interim General Development Plan suggests that the immediate Anlauf area be developed as an industrial site. The plan suggests further that there be industrial development in the southwest quadrant of the Curtin Interchange along with commercial development on available land in the other quadrants. The plan suggests residential development along the county road and Territorial Highway between Curtin and Anlauf. The balance of the project area is to be left for farming and timber production.[6] Development in housing and related community facilities is not occurring rapidly in this area. This is probably a result of the restrictive topography and the nearness of population centers which offer more suitable opportunities for employment.

Population and Housing

Most of the residents of the Divide-Anlauf area live in clusters along the county road (the former US 99) on the western side of the valley between Comstock and Anlauf. In addition, there are several homes located on isolated flatter slopes above the pass floor in the upper end of the valley, as well as along Bear Creek Road and Buck Creek Road and the Territorial and Siuslaw Highways.

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[6] Douglas County Planning Commission, Interim General Development Plan, Douglas County, Year 1990 (Roseburg, Ore.: June, 1972).

The Divide-Anlauf area is largely included in the Elkton-Drain County Census Division (CCD). The 1970 U.S. Census indicates that this CCD is one with a very stable and slowly declining population. The population is, furthermore, older, has less formal schooling, and has a higher percentage of families below the poverty level than the Douglas County or statewide average. The bulk of the labor force is engaged in the lumber and wood products industry or in agriculture. The largest non-primary economic pursuit is public school teaching.

Housing in the CCD is in ample supply and few households are overcrowded. Most of the units were built prior to 1960 but few are seriously deteriorated. Average rents and purchase prices are lower than the Douglas County average.

No sites or properties in the project are listed on the National Register of Historic Places or on eligible lists for inclusion in the Register. A letter from the State Historic Preservation office can be found in Appendix C.

The Pass Creek Valley and project corridor could possibly contain some archeologic sites. A record check with the Oregon Museum of National History revealed no known sites but did indicate that a detailed survey of the project area has not been made. A site survey is being scheduled. If archeologic sites are discovered, detailed site exploration and needed salvage work will be conducted. Results of the field survey will be made available to interested parties and published if important sites are found.

PROBABLE IMPACT AND ADVERSE EFFECTS ON THE ENVIRONMENT

Though this project is primarily an upgrading and modification of an existing highway facility, it does have a number of significant impacts because of the restrictive nature of Pass Creek Valley. Social impacts are limited to those individuals who will relocate. All other impacts are to motorists or the physical environment. No indirect or secondary impacts to either the human or physical environment are anticipated from this project.

Motorist Safety

A major impact, upon completion of the project, will be the increased motorist safety and convenience on this section of Interstate 5. These benefits will result from the removal of at-grade access points; the elimination of left-hand exits and entrances in the Anlauf and Divide Interchanges; and the creation of wider median with a permanent barrier which will reduce the risk of cars entering opposing traffic lanes. A temporary barrier was placed along the median between Divide and Comstock in 1974 to eliminate left-turn and crossing movements with intersecting access roads and thereby reduce the risk of head-on collisions. In addition, the improved alignment with its increased sight distances, new overlays, guardrails, and associated features will improve driving conditions. An additional safety consideration addressed through this project is deer-auto collisions. This problem and solutions are presented in Appendix D. Actions to minimize the likelihood of collisions in the future include installing reflective mirrors in selected sections,[7] improving line of sight by slope modification, posting additional warning signs, and planting designated roadside species to increase color contrasts.

Access Roads

The present direct access to the freeway for both public and private roads will be eliminated, necessitating the construction of a system of frontage roads to reestablish access to the freeway through the interchanges at Divide and Curtin. About a dozen at-grade access points will be removed from the existing facility, as will the access at the Comstock Interchange. These access points serve 11 family homes, approximately 4,400 acres (1,780 hectares) of farmland and public and privately-owned timberland, and provide access for railroad maintenance crews. Construction of the proposed frontage roads will require relocation of one residence due to the severance of access. Also, several points along the railroad will become inaccessible from the highway and frontage roads. Out-of-direction travel will occur along the Divide to Curtin section of the project and in the Anlauf area as a result of interchange reconstruction and revision. Maximum out-of-direction travel will be approximately two miles (3.2 Km.) to new frontage road access points.

Extension of the frontage road at Divide will involve two at-grade railroad crossings. One, or possibly both, will be on the school bus route from Cottage Grove to the Ward Butte Road area; each bus will have to cross the railroad two or four times, depending on the bus route. Presently, school buses make three round trips to this

[7] Installation of mirrors will depend on the willingness of the Federal Highway Administration to fund this aspect of the project.

area per school day. There are six trains a day, traveling at 25 to 40 miles (40 Km. to 64 Km.) per hour. A third at-grade crossing will be required by extension of Curtin County Road at Comstock to provide service to the easterly side of the highway. This route may also be served by a school bus to Drain. These at-grade crossings are potential conflict points between motorists and trains.

Right-of-Way

The Divide-Anlauf project will require the purchase of additional right-of-way in a number of locations. Construction of the frontage roads and freeway widening will require approximately 20 acres (8.9 hectares) of farm and timberland for right-of-way and will encroach upon some railroad property. Channel changes of Pass Creek necessitated by this construction will cause additional encroachment upon the railroad.

One parcel of land on the southeast side of the freeway between Ward Butte Road and the Comstock Cemetery cannot be provided with an access road at a cost warranted by the value of the parcel and its improvements. This landlocked parcel, shown on the map on the next page as the Addison property, may be purchased outright for a scenic easement.[8] The property includes 52 acres (21 hectares) of timber, pasture, four small man-made ponds, and a dwelling.

An area of undetermined size located to the east of the Interstate and south of the Addison property will be purchased as a scenic easement if funds are available. This purchase, based on the provisions

[8] The estimated cost of buying necessary right-of-way for access to this property is $10,000, and the estimated cost of providing access is $37,300, but the estimated cost of buying the property is $39,750, based on 1970 data. Since 1970, inflation and rising property values have increased these figures, but purchase of the property remains the less expensive option.

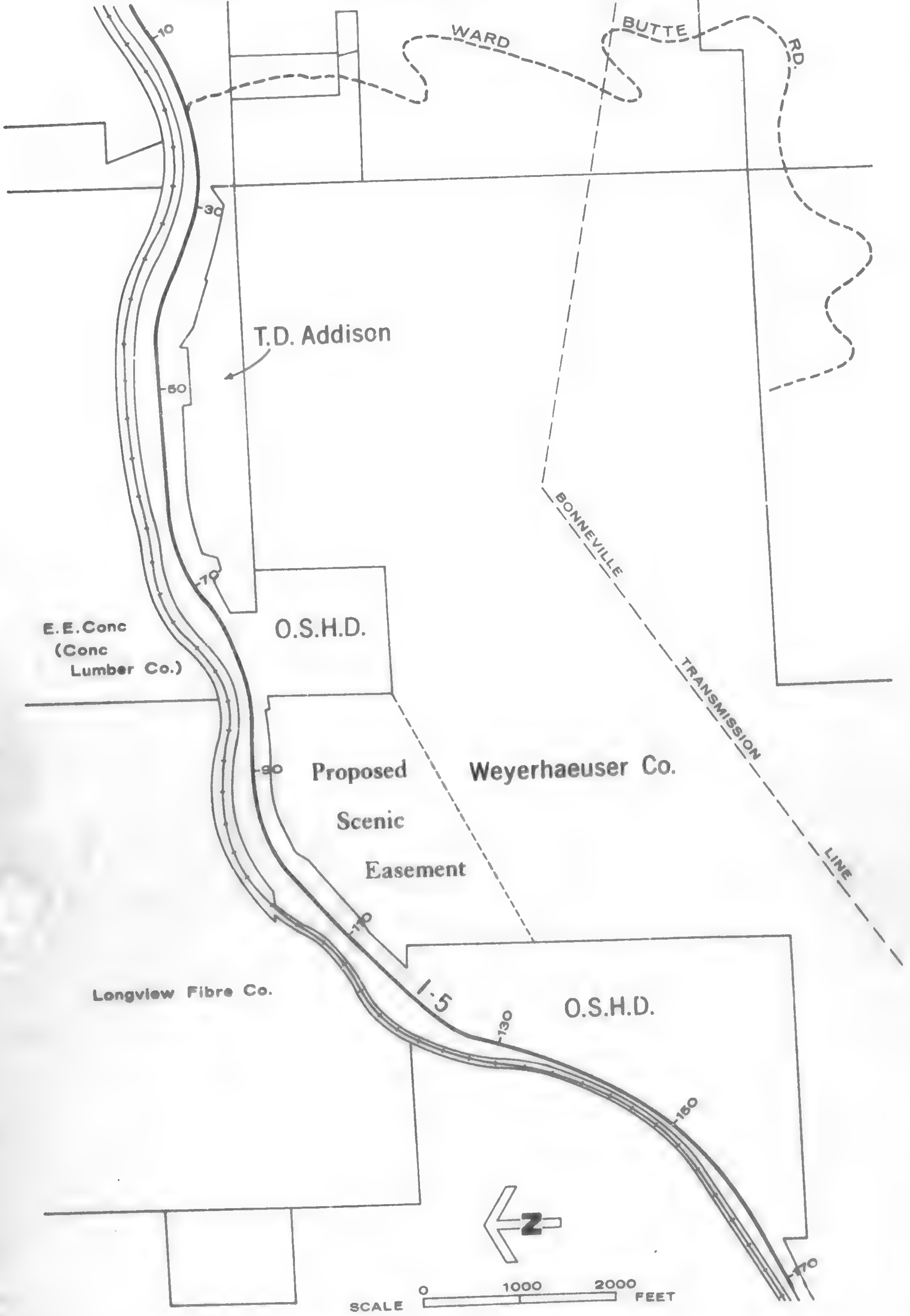
of the 1965 Highway Beautification Act, is being considered for a parcel which lies between two units already owned by the Oregon State Highway Division, as shown on the map on the next page.[9]

The property to be acquired for this easement is one portion of a large parcel recently acquired by Weyerhaeuser Company from the Willamette Valley Lumber Company. This property has approximately 3,500 feet (1,067 m.) adjacent to the present right-of-way line. Acquisition of this freeway frontage and the Addison property will give the Oregon State Highway Division control of land adjacent to the right-of-way for a distance of approximately 14,000 feet (4,270 m.). The size of the parcel is unknown because the depth has not been determined. The land includes second-growth timber adjacent to the highway and open areas to the east. The land lies on a gentle slope of Ward Butte. No development is anticipated for this parcel. Acquisition of this parcel and the Addison property will ensure protection of property for public benefit, specifically future motorists.

Reconstruction of the Anlauf Interchange and the new grade and alignment to reconnect the Umpqua Highway and the Buck Creek County Road will also require additional right-of-way from timberland, farmland, and developed homesites. At Anlauf Interchange, two single-family dwellings and their occupants will be displaced. Revision of the Divide Interchange will require approximately six acres (2.4 hectares) of additional right-of-way to reconnect the Divide-Goshen Highway. This right-of-way consists of pasture and woodlands.

[9] This easement will meet the acquisition criteria listed in Federal-aid Highway Program Manual Volume 7, Chapter 6, Section 3 which includes: "the restoration, preservation, and enhancement of scenic beauty adjacent to (Federal-aid) highways including acquisition and development of publicly-owned and controlled rest and recreation areas..."

PROPOSED SCENIC EASEMENT


WARD BUTTE RD.
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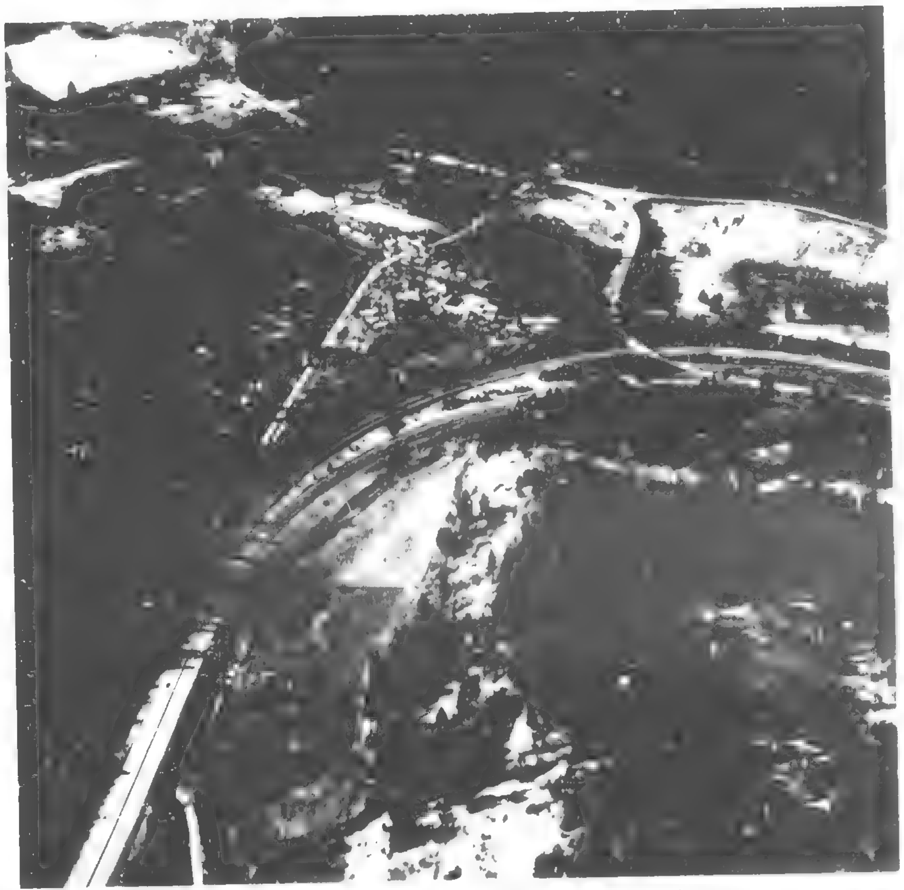
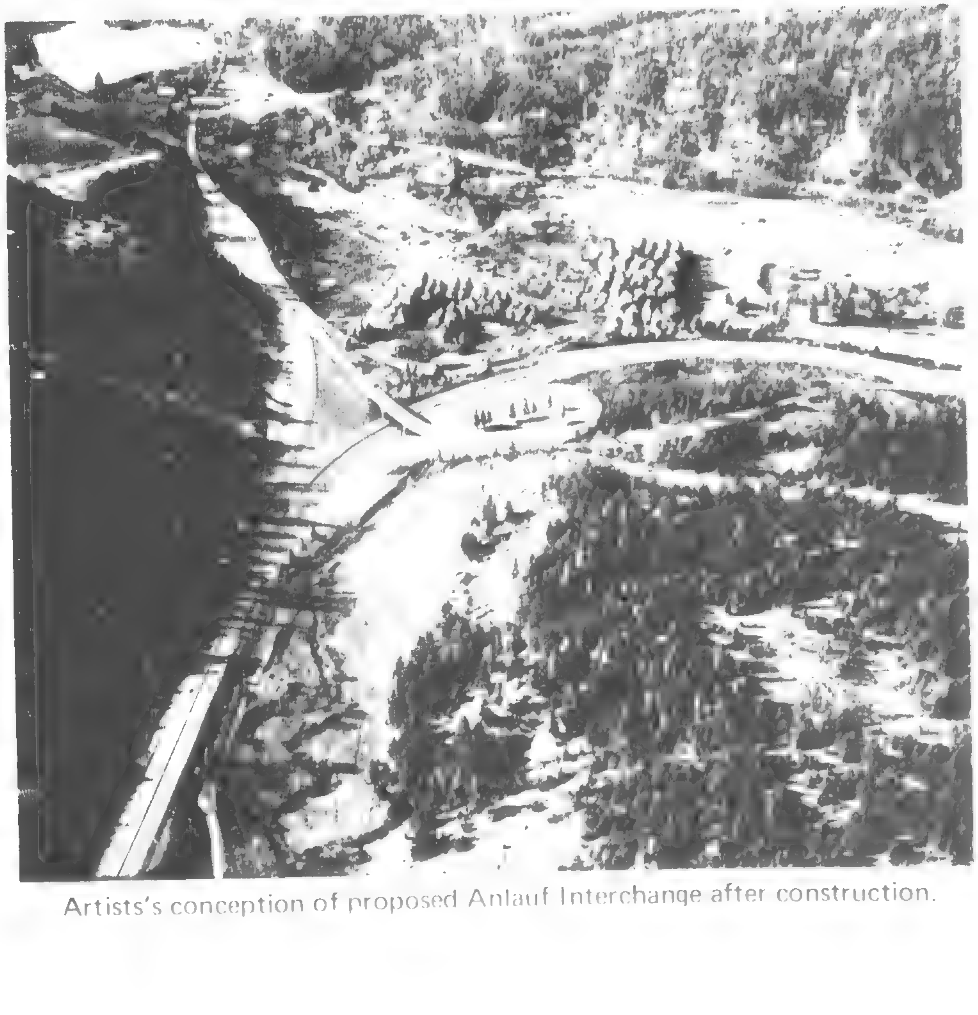
30
T.D. Addison
50
70
O.S.H.D.
E.E.Conc
(Conc
Lumber Co.)
BONNEVILLE TRANSMISSION LINE
90
Proposed
Scenic
Easement
Weyerhaeuser Co.
110
I-5
Longview Fibre Co.
130
O.S.H.D.
150
170
N
SCALE 0 1000 2000 FEET



Present Anlauf Interchange from the southeast.



Artists's conception of proposed Anlauf Interchange after construction.

With the exception of individuals to be relocated, the project will have no significant social impacts in the project area. No groups having special problems or requiring special consideration should be affected and the project will be neither a net benefit or detrimental to residents of the project area. Out-of-direction travel for residents adjacent to this section is an inconvenience which should be offset by increased safety at interchange access points.

Public utilities which may be affected by the proposed construction are Pacific Northwest Bell Telephone, Pacific Power and Light Company, Douglas Electric Co-op, Western Union Telegraph Company, the Southern Pacific Transportation Company Railroad, El Paso Natural Gas Company and the Northwest Natural Gas Company.

Construction of this project will neither affect nor require the use of any publicly-owned park, recreation area, wildlife refuge, game management area, or any other lands which would require preparation of a Section 4(f) Determination.

The only properties of any potential local historic significance in the entire project area are the schoolhouse at Divide and the Comstock Cemetery. The project will have no impact on these two sites. The physical relationship between this highway facility and the two sites would not be altered.

Construction Impacts

Actual construction of the project will temporarily inconvenience the traveling public while work is in progress. This is, however, a relatively short-lived impact. Cuts and fills, especially in the area of the Anlauf Interchange and the frontage roads in the Comstock to Divide section, will temporarily scar the landscape until grubbed vegetation is replaced. Some of the steeper cuts may remain permanently devegetated.

It is not anticipated that any borrow sites for embankment material will be needed. The project will be a balanced section as excavation from the project will provide the material necessary to complete proposed embankments. No material derived from the project will be placed in a permanent disposal area. A temporary storage site located just north of the present Divide Interchange and between the two highways, may be necessary. The serviceable area of the site is approximately 2,000 feet (610 m.) long by 250 feet (76 m.) wide, more than ample to temporarily store the estimated 100,000 cubic yards (76,450 c.m.) of excess material.

Present plans are to construct the Divide-Comstock segment first, in which case the excess material would be stored at the Divide storage site, to be used in reconstructing that interchange. If, however, the contractor elects to start in the Comstock-Anlauf section, all material will be used for fill in the new Anlauf Interchange legs, making a storage site unnecessary.

At the Divide storage site, a short intermittent creek passes beneath the northbound highway, diagonally crosses the site in a ditched channel, and passes beneath the southbound highway to immediately enter Pass Creek. If the storage site is used, the excess material will be distributed on each side of the ditched section, sufficiently removed to provide adequate clearance from the creek.

Approximately 340,000 cubic yards (260,000 c.m.) of aggregate will be required for the project. Carrying this material to the project will require approximately 50,000 hauls from the mandatory quarry site with vehicles having the legal limit capacity of 10 cubic yards (7.6 c.m.). Table 1 below lists the location and use of this material.

TABLE 1

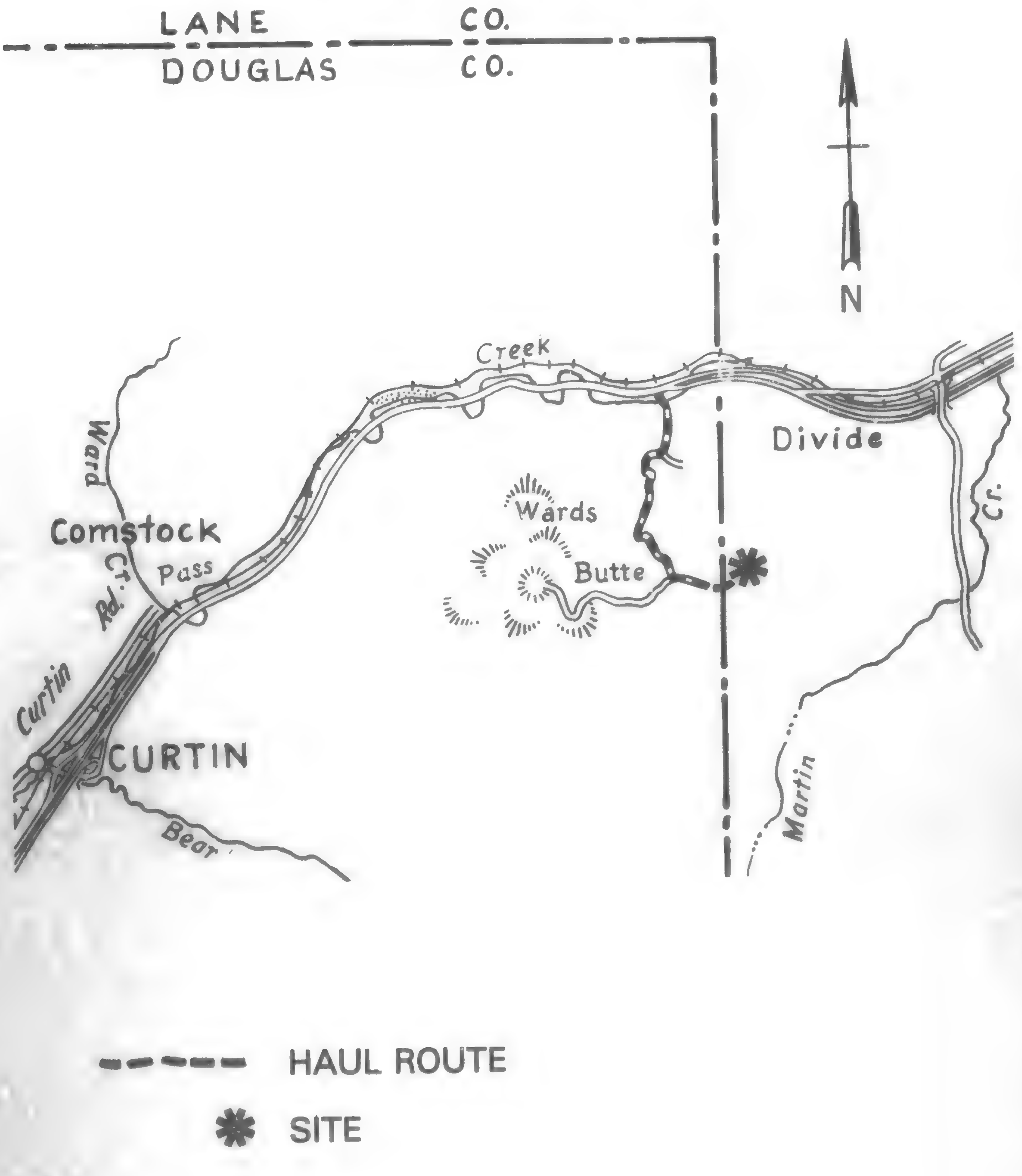
MATERIAL LOCATION AND USES

Project Section	Material Type	Quantity
Cottage Grove-Divide	Crushed Rock	58,000 c.y. (44,340 c.m.)
Divide-Comstock	Crushed Rock	139,000 c.y. (106,270 c.m.)
	Riprap	30,000 c.y. (22,940 c.m.)
	Inlay Rock	30,000 c.y. (22,940 c.m.)
Comstock-Anlauf	Crushed Rock	30,000 c.y. (22,940 c.m.)
Anlauf Interchange	Crushed Rock	52,000 c.y. (39,750 c.m.)

Rattlesnake Quarry, on Ward Butte, is the mandatory materials source for this project. This site is a thirty-five-acre (14 ha.) material source owned in part by the State of Oregon. The present face, 90 feet (27.5 m.) high and 900 feet (275 m.) long, would be modified by benching back up to 150 feet (46 m.). After excavation, the general contour of the site will be restored and any soil material removed during the benching process would be placed on the proposed bench and quarry floor and seeded. The vegetation in undisturbed areas surrounding the excavation includes grassy balds on western slopes and stands of both young and mature fir. The excavation will consume three acres of fir of mixed sizes. The quarry is not visible from the freeway nor is it near any development. No water features are present in the quarry area.

The main disadvantage to using this site is that access is up a long and relatively steep grade (8-10%). The road is rocked and the quarry is periodically used as a source for material. The quarry is at an elevation of 1,500 feet (457.5 m.) while the freeway elevation

MANDATORY MATERIAL SOURCE SITE


LANE CO.
DOUGLAS CO.
N
Creek
Ward
Comstock
Cr.
Pass
Rd.
Curtin
CURTIN
Bear
Wards
Butte
Divide
Cr.
Martin
▬ ▬ ▬ ▬ HAUL ROUTE
✱ SITE

1:1

at the point of intersection with the access road, Ward Butte Road, is approximately 600 feet (183 m.). The route is approximately 1.6 miles (2.6 Km.) long. The lower portion of this route passes two homes. Impacts will be identical to hauls from this quarry area to be for other purposes, but will be condensed by the daily frequency of hauls. The home nearest to Ward Butte Road is more than 200 feet away. A steep bank and dense vegetative screen intercede between the haul road and the home. Therefore, no impacts from noise or dust are anticipated. To minimize disturbance from noises, hauling hours will be stipulated in the contract. The lower portion of the road also parallels a small stream and crosses Pass Creek. The effect on aquatic habitat of using this developed road would be minimal.

Air Quality and Noise Analysis

An examination of the effect of this proposal on air quality indicates that there will be no impact. The construction of this project will not significantly change traffic volumes and speed, hence, no basic change of any significance in air quality is expected to occur from automotive emissions. Frontage road and interchange modifications will affect facilities where volumes do not exceed 100 vehicles per day. No comments on air quality were solicited or are required from the Department of Environmental Quality, since no impacts inconsistent with the state Implementation Plan are expected to occur.

Present sound levels were measured on a representative segment of this project, and projections were made for twenty years into the future. A detailed explanation of measurement terminology and guidelines utilized is given in Appendix B. The Curtin Interchange, being the most heavily used area and also the most built-up, was chosen for analysis. This area seems the most likely to be affected by noise because the elevated freeway bisects it. Three sites in the Curtin Interchange area were selected for sound measurement: the edge of the Pass Creek County Park near the freeway, the motel across the freeway from the park, and the front of the cafe on the west side of the freeway.

Using the constraints as specified in FHPM 779, it is noted that the existing levels at the motel and cafe exceed the 70 dBA L_{10} FHWA guidelines. Therefore, the Oregon State Highway Division will apply for an exception for this project. The projected noise level increase for both sites will be approximately 2 to 3 dBA, which will reflect increased volumes and is not readily detectable by the human ear. Therefore, the amount of impact, compared to the existing conditions, is considered to be minor.

Costs and impacts of correcting the existing noise condition are excessive when compared with the benefits to be derived. The area where guidelines are exceeded includes seven commercial establishments attracting transients and one single-family dwelling. The noise from the freeway exceeds standards. In addition, trucks utilizing commercial services at the interchange area contribute to the high noise level intermittently. The only structural means for controlling noise from I-5 traffic would be a barrier 14 feet high on both sides of the elevated interchange for a distance of approximately 1,200 feet. The cost and aesthetic impacts of this structural alternative are excessive when compared to the number and type of units it serves. The only nonstructural alternative

is to reroute a portion of the I-5 traffic on existing frontage roads. This solution would merely transfer impacts to a greater number of private dwellings along the old highway.

Present noise levels at the county park, outlined on the previous page, are below the Federal Highway Administration Guidelines. Projected levels (1992) are not expected to increase significantly.

Noise level projections made for the year 1992 are based on the anticipated increase in vehicular traffic.[10]

A comparison between the existing noise levels and those predicted are presented in Table 2.

TABLE 2

NOISE LEVELS

Location		Present Ambient Noise Level (dBA)	Estimated 1992 Noise Levels (dBA)
Edge of Park Near Freeway	L_{10}	68	69
	L_{50}	61	63
	L_{90}	54	56
Motel	L_{10}	81	84
	L_{50}	70	72
	L_{90}	58	62
Cafe	L_{10}	79	81
	L_{50}	70	73
	L_{90}	61	64

[10] It must be noted that the 1992 projected traffic level is identical both with and without the proposed improvement. This section of rural interstate connects many urban areas to the north and south. For through traffic there exists no practical and feasible alternative route. Comprehensive plans show that population in the project area will not grow appreciably in the next 20 years, so this section will continue to serve primarily as a through facility.

It is also noted that the predictions do not reflect estimated reductions in noise by modifications to the source, i.e., motor vehicles.

Projected 1992 noise contours for the proposed project between Pass Creek Park and Anlauf Interchange are presented on the map on the next page.

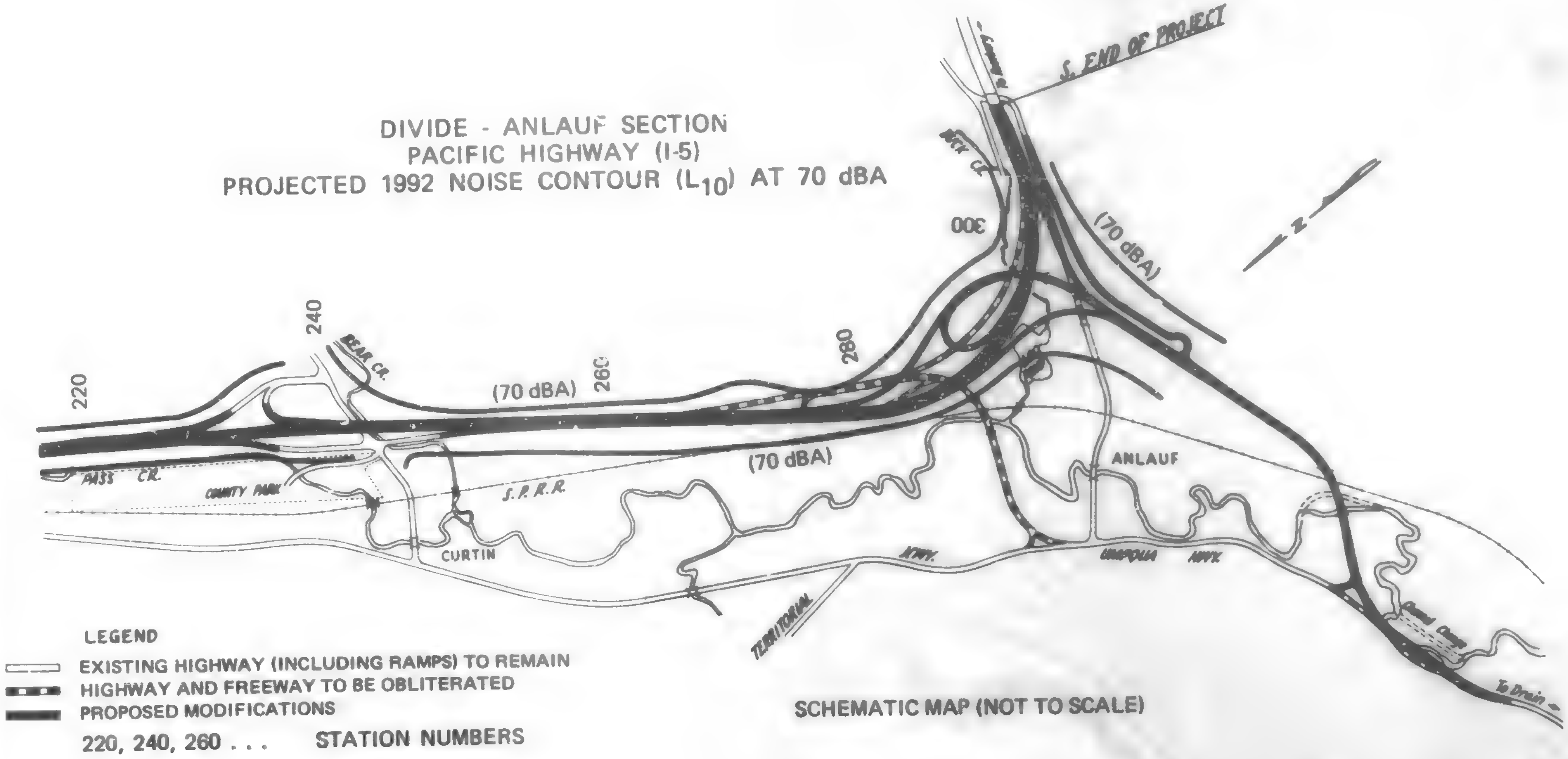
It is therefore concluded that the proposed Divide-Anlauf project will have no impact on the existing noise environment nor that of 1992. All areas adjacent to and around the proposed reconstruction will be within the FHWA guidelines, except those at the Curtin Interchange, which already exceed the 70 dBA L_{10} levels.

Impacts on Fish and Wildlife

Extensive road construction, installation and extension of culverts, and the proposed alteration of the channel of Pass Creek will have several adverse effects on fish and wildlife. The probable effects on fish could be most serious in terms of the numbers of fish affected and their recreational and economic value. Details of coordination between The Highway Division and other concerned agencies to minimize fisheries impacts are outlined in Appendix F. The most recent considerations for each channel modification are also discussed in this appendix.

Eggs deposited by coho salmon, steelhead and cutthroat trout will be incubating in streambed gravel between mid-November and early June. During incubation, the environmental requirements of parent waters are critical if the eggs are to remain viable, develop into fry, and successfully emerge from beneath six to ten inches (15 cm. to 25 cm.) of gravel. A tabulation of environmental requirements of waters supporting coho salmon, steelhead and cutthroat trout during spawning and rearing periods is included in Table 3. Temperature, oxygen concentration and water depth can be factors in determining the abundance of salmonids.

DIVIDE - ANLAUF SECTION
PACIFIC HIGHWAY (I-5)
PROJECTED 1992 NOISE CONTOUR (L_{10}) AT 70 dBA


S. END OF PROJECT
300
BACK CR.
(70 dBA)
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BEAR CR.
(70 dBA)
260
280
(70 dBA)
PASS CR.
COUNTY PARK
S.P.R.R.
CURTIN
ANLAUF
TERRITORIAL
HWY.
UMPQUA HWY.
To Drain
LEGEND
EXISTING HIGHWAY (INCLUDING RAMPS) TO REMAIN
HIGHWAY AND FREEWAY TO BE OBLITERATED
PROPOSED MODIFICATIONS
220, 240, 260 . . . STATION NUMBERS

SCHEMATIC MAP (NOT TO SCALE)

The Oregon Wildlife Commission (February 1972) has determined that optimum streamflows for salmon and steelhead in Pass Creek below Pheasant Creek range from 24 cfs (.68 m^3/sec) (June-early October) to 68 cfs (1.91 m^3/sec) (November-April), with 40 cfs (1.1 m^3/sec) being the optimum flow for May and late October. The addition of silt to the stream during this period could drastically reduce or preclude the survival of salmon and trout fry in a large portion of Pass Creek and inhibit the downstream migration of older fish (smolts and migrating steelhead).

TABLE 3

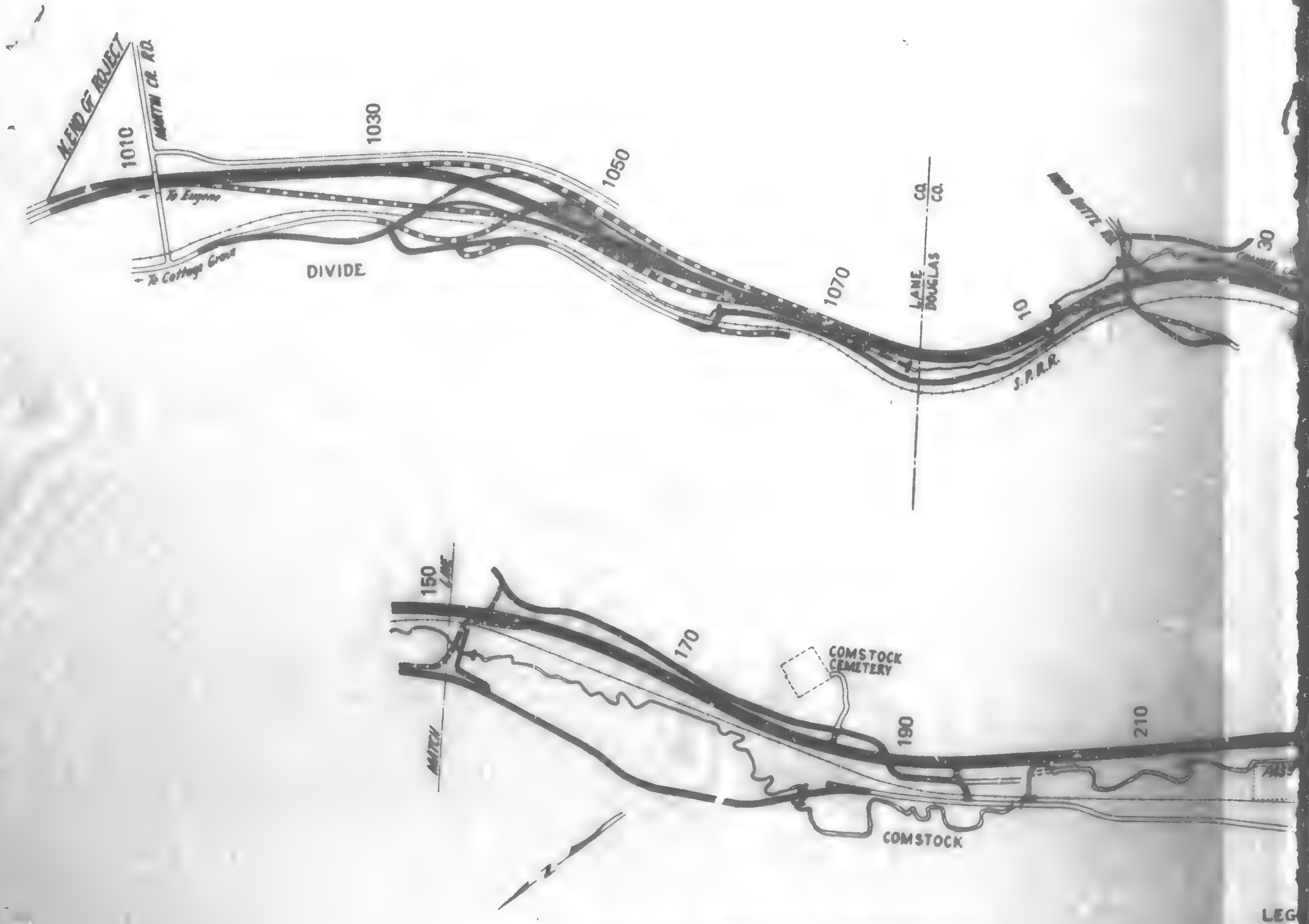
BIOLOGICAL REQUIREMENTS OF SALMONIDS

Activity	Maximum Temp. °F	Maximum Temp. °C	Minimum Oxygen ppm.	Food Required	Minimum Water Depth	Remarks
Spawning	55°	13°	5	No*	0.6 ft.** (18 cm.)	0.6 ft. (18 cm.) of** clean gravel required.
Incubation	55°	13°	8	No	Intra gravel flow	
Rearing	65°	18°	5	Yes	0.1-0.2 ft. (3.5 cm.-7.0 cm.)	Required for intra stream movement.

*Steelhead trout may feed while in fresh water.
**For coho salmon and steelhead trout; cutthroat trout require slightly less.

Both coho salmon and steelhead trout fry remain in their parent stream for one or more years until, as smolts, they begin their seaward migration. Smolt production is directly related to water quality, food availability and cover. Each characteristic can be adversely affected

DIVI
STREAM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DOUGLAS CO.
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210
COMSTOCK CEMETERY
COMSTOCK
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⊢ – – ⊣ CULVERTS TO BE INSTALLED
—— CHANNEL CHANGE NOT PREVIOUSLY SHOWN
1010, 1030, 1050 . . . STATION NUMBERS

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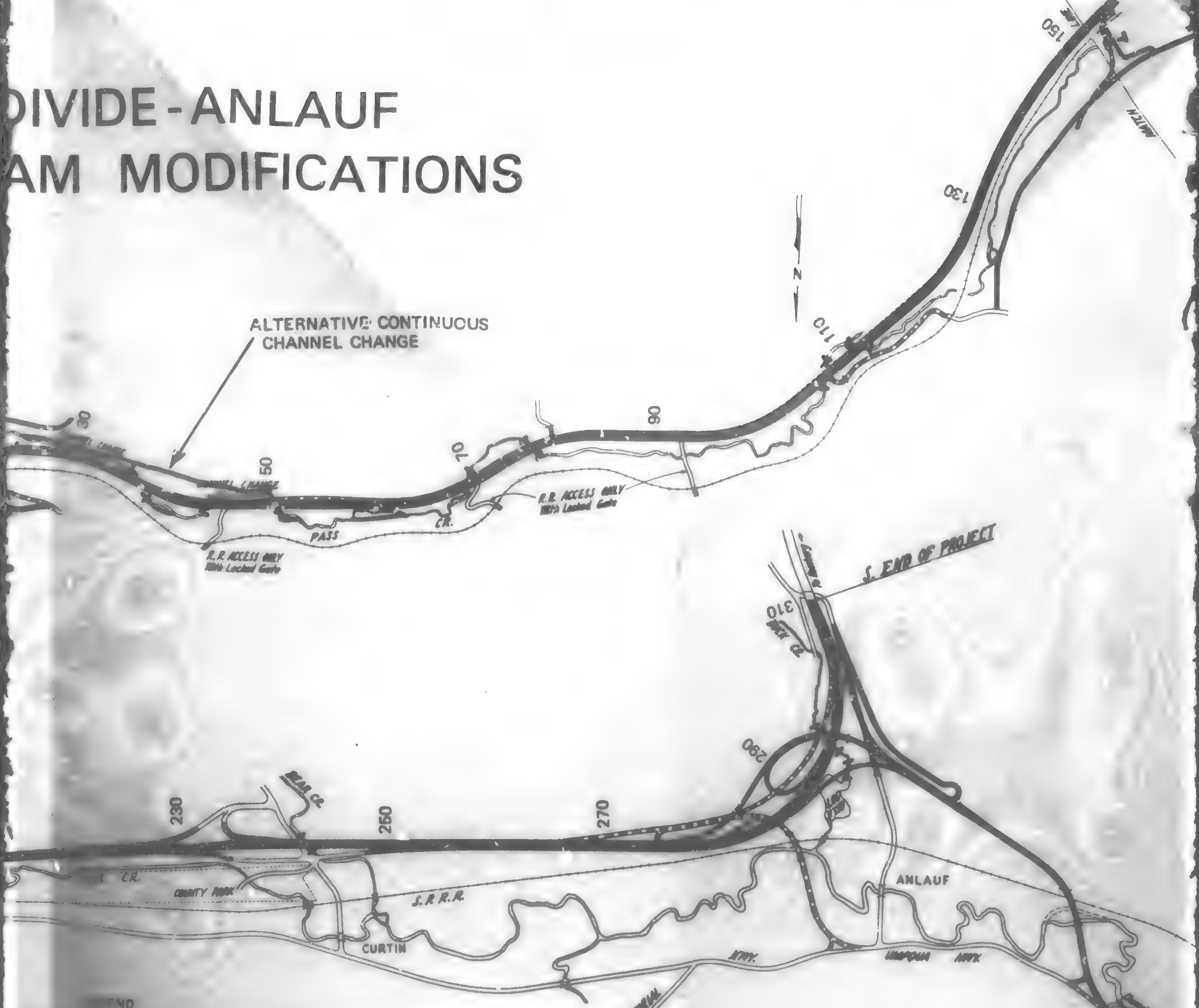
DIVIDE-ANLAUF
AM MODIFICATIONS


ALTERNATIVE CONTINUOUS CHANNEL CHANGE
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CHANNEL CHANGE
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MATCH LINE
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PASS
CR.
R.R. ACCESS ONLY With Locked Gate
R.R. ACCESS ONLY With Locked Gate
S. END OF PROJECT
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BEAR CR.
CR.
COUNTY ROAD
S.P.R.R.
CURTIN
ANLAUF
HWY.
UMPQUA HWY.
TERRITORIAL

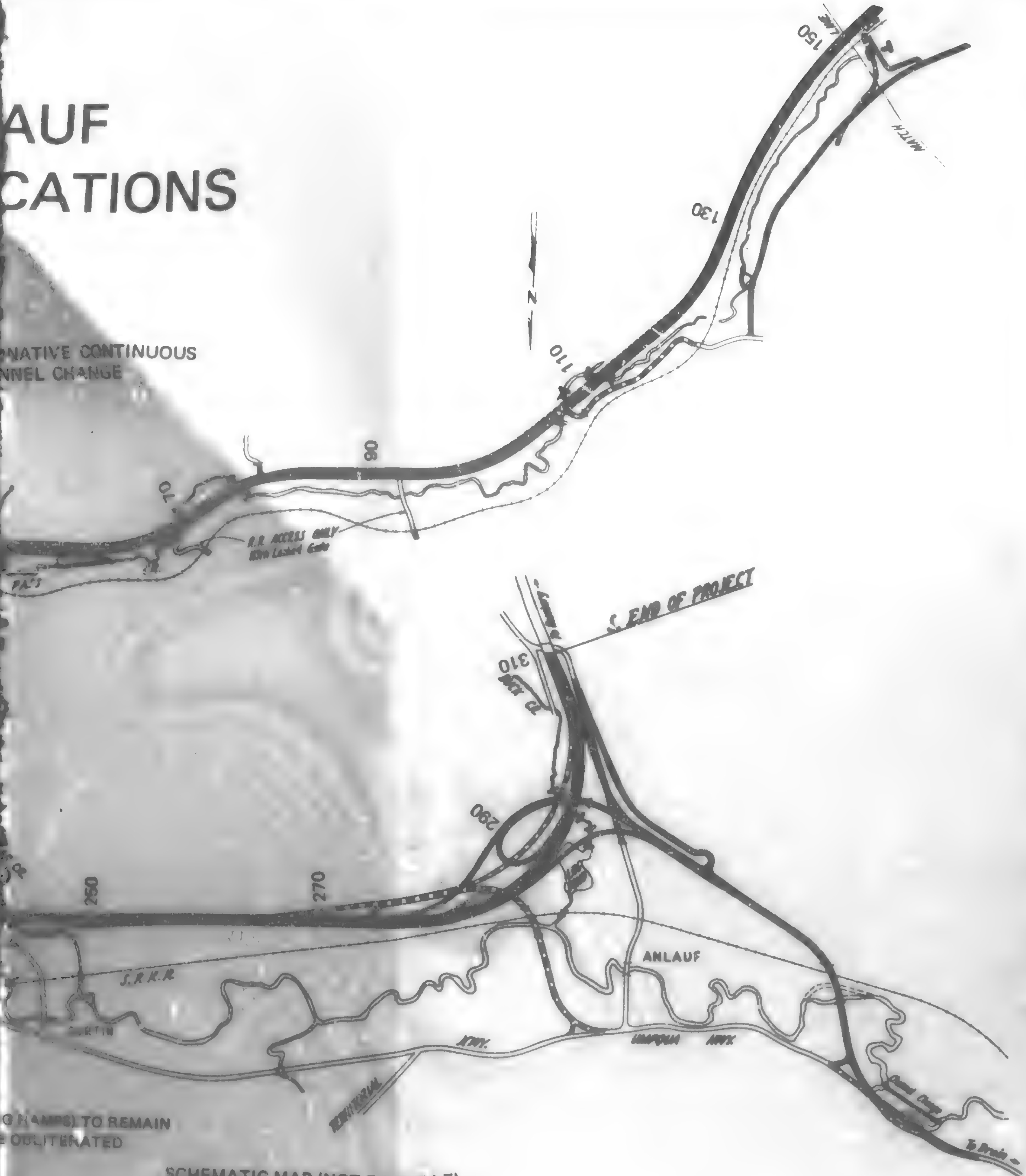
LEGEND

▭ EXISTING HIGHWAY (INCLUDING RAMPS) TO REMAIN
▬ HIGHWAY AND FREEWAY TO BE OBLITERATED
▬ PROPOSED MODIFICATIONS

SCHEMATIC MAP (NOT TO SCALE)

AUF
CATIONS

NATIVE CONTINUOUS
NNEL CHANGE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With Locked Gate
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CURTIN
HWY.
TERRITORIAL
Pass Creek
To Drain

O RAMPS) TO REMAIN
E OBLITERATED

SCHEMATIC MAP (NOT TO SCALE)

by stream channelization and highway construction either adjacent to or through streambeds.

Stream channelization and other construction activities could generate increased water velocities, reduction of the pool/riffle ratio, removal of streamside vegetation, and turbidity and siltation. Increased turbidity during construction will result in temporarily reduced rates of photosynthesis, ultimately affecting all members of the aquatic food web, and contributing to temporary reduction of stream production.

Removal of streamside vegetation during construction will result in higher summer water temperatures.[11] The summer water temperatures of Pass Creek presently exceed the maximum rearing temperature for salmonids for short periods of time during June and July.[12] Increased water temperature might be critical to salmonids on upper Pass Creek. The removal of streamside vegetation will also increase the amount of silt entering the stream and, at the same time, would remove an additional source of food -- the insects which accidentally fall into the stream. In addition, oxygen levels are adversely influenced by higher water temperatures. Not only does the solubility of oxygen decrease as temperature increases, but fish, being more active at higher temperatures, consume oxygen at a faster rate.

In summary, both temporary and permanent adverse effects will result from the removal of streamside vegetation, channel changes, and culvert installations on Pass Creek. Increased turbidity will temporarily reduce production of food for fish, and spawning may be impeded. Permanent changes in the streambed, including loss of vegetation and spawning gravels, will mean a reduction in fish habitat.

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[11] Oregon State Game Commission, Guidelines for Stream Protection in Logging Operations (Portland, Ore.: 1971).

[12] Oregon State Highway Division, report from Environmental Section field investigation, June and July, 1972.

The impacts to wildlife will be of far less magnitude than those to fish. Loss of habitat because of increased land committed to highways is the most significant impact. Land conversion includes the construction of frontage roads and interchanges. No threatened or endangered species reside in the area nor are there any routes of habitual migration which would be severed. None of the project area is classified as critical wildlife habitat in Oregon.

Other wildlife will be disturbed and their habitat modified. Two beaver dams on Pass Creek will be destroyed in the channel modification. Other stretches of Pass Creek do contain suitable alternate habitats for the displaced beaver.

Road kills of deer have been a problem on this stretch of highway. During a one-year period in 1967 and 1968, 3.4% of the deer killed on I-5 in Oregon were killed between Divide and Curtin.[13] The characteristics of this problem and alternative solutions such as the use of mirrors, selective vegetation, and signing are discussed in Appendix D.

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[13] Oregon State Highway Division and Oregon State Game Commission, Oregon Vehicle-Deer Accidents (Salem, OR: 1968).

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

All properties required for right-of-way will be purchased on the basis of market value as determined by qualified appraisers. Relocation assistance will be made available to all displaced persons or businesses in accordance with section 201 of the Uniform Relocation Assistance and Real Properties Policies Acquisition Act of 1970. Replacement housing is available in the project area and vicinity. Properties for purchase are offered in the Anlauf-Curtin and Drain areas; Cottage Grove has both sale and rental dwellings and apartments. A further option to the displaced residents would be moving their dwellings to remaining land or other parcels.

During construction of culverts and channel changes, water quality will be protected by the enforcement of pertinent sections of ORS Chapter 449 and all regulations of the Department of Environmental Quality and other federal or state agencies. These regulations require that the contractor shall exercise every reasonable precaution throughout the life of the contract to prevent, control, and abate siltation, sedimentation, and pollution of all waters of the state (subsection 107.08).

This project includes features designed to eliminate or minimize adverse effects of construction. Line and grade changes have been selected to avoid extensive cuts in unstable soils and to minimize disturbance of the known spawning areas of Pass Creek. Retaining walls will be built to further minimize disturbance of Pass Creek; new channels and pipes will take up the flow of the creek, and streamside plantings will control erosion. Shrubs will also be planted to provide shade and help maintain water temperatures within indigenous fish species limits. Willow trees may be planted along the banks where channel changes have occurred to both stabilize soils and provide shade. The Oregon Wildlife Commission and the Fish Commission of Oregon will monitor altered sections of Pass Creek. Results from this program should provide useful data for planning future highway projects.

Although the upper reaches of Pass Creek have been disturbed by previous construction projects, anadromous fish have continued to spawn in the area. It is anticipated that the coordinated efforts of the Oregon Wildlife Commission, Fish Commission of Oregon and the Oregon State Highway Division to rehabilitate the sections of Pass Creek which will be disturbed will largely offset the loss of fish habitat caused by the extension of culverts.

The four types of measures listed below will aid in control of stream turbidity during construction and the season following. Specific measures will be outlined in the contract or decided upon in the field by the contractor and the resident engineer during construction.

(1) Keep heavy equipment out of the stream channel as much as possible. If streams must be crossed with equipment, a rock-lined, low-level crossing will minimize turbidity and act as a sediment trap.

(2) Use construction dikes to separate channel change and culvert excavation activities from the flowing stream. Where necessary, temporarily divert streams around construction areas.

(3) Straw bales placed in slope gullies and underlain with 2" to 4" drain rock will temporarily act as sediment filters and will cause upslope ponding and sediment entrapment.

(4) Seed and straw mulch slopes. Straw mulch will be mechanically punched into the surface to hold soil in place and prevent the formation of rivulets and gullies while the seed germinates.

With one exception, all access points to be eliminated from the freeway will be restored by the construction of frontage roads leading to interchanges at Divide, Curtin, and Anlauf. That one exception, the 52.45 acre (21.23 hectares) parcel of timberland with a developed homesite, will be purchased in conformance with the Uniform Relocation Assistance and Real Properties Acquisition Act of 1970. This parcel will become part of a strip of land on the southeast side of the freeway which may be designated as a scenic easement.

Stage construction, along with signing, flagging, lighting, and temporary barricades, will contribute to highway safety during construction and will maintain access for local residents and businesses.

Construction of at-grade railroad crossings and the location of railroad access points for maintenance crews will be coordinated with the Southern Pacific Transportation Company. Three railroad access points from the freeway will be retained.

In the interchange areas and on roadway slopes where soil will sustain a vegetation cover, landscaping will be undertaken to beautify the right-of-way disturbed by construction.

During construction, air quality will be controlled by the enforcement of O.A.R. 340, subdivision I, sections 21-050 through 21-060 (control of dust and other airborne particulates), and subdivision 3, sections 23-005 through 23-020 (open burning).

Existing noise levels at Curtin Interchange exceed standards. However, there are no known prudent and feasible attenuating measures, so this condition will exist in the future. Altered noise patterns will reflect changing traffic volumes and the character of vehicles rather than the impact of this project.

Dust along the haul routes will be controlled by periodic watering, based upon inspection by the resident engineer and as stipulated in the contract. Noise will be controlled by limiting truck haul periods in the contract.

ALTERNATIVES AND THEIR IMPACTS

In addition to the proposal presented in this document, the Oregon State Highway Division studied three alternatives for new alignments or major alternatives and numerous design alternatives. The major actions included a "do-nothing" alternative (maintaining the status quo), relocation of the freeway in another corridor, and constructing additional freeway lanes in new locations in the developed corridor. Design alternatives were considered for frontage roads and the interchanges at Divide and Anlauf.

The "do-nothing" alternative would leave the section of highway between Divide and Comstock as the only section of Interstate 5 to have direct access from intersecting public and private roads. Furthermore, the traveler would still be subject to the dangers of left-hand exit and entrance maneuvers at the interchanges and of a temporary median barrier placed on a narrow median. The danger of deer-vehicle collisions would also remain. In short, the desire to reduce hazardous driving conditions would not be served by selection of a do-nothing option.

This alternative would, however, have one major beneficial impact when compared with build options in the present corridor. The fishery of Pass Creek would remain unaltered. Construction of the preferred alternative alignment will have temporary detrimental impacts on the productive capacity of the stream. Noise levels and air quality would be the same as those of the preferred build alternative, responding to changes in traffic volumes generated by outside influences.

Relocating the freeway in another corridor would have severe impacts. Economic considerations preclude a new corridor, as the estimated cost of traversing adjacent uplands is $4 million to $5.5 million per mile. Steep unstable slopes characterize the geologic conditions. While the present facility has undesirable horizontal and vertical alignment characteristics, the present corridor offers the best natural corridor in the area. In addition, a totally new alignment would have a severe impact on the economy of freeway-oriented businesses, would intrude on the natural landscape, and would cause a whole set of new environmental disruptions, including modification of other stream channels. The old alignment would have to be maintained to provide access to adjacent properties.

A third alternative is to construct a new set of freeway lanes in the existing corridor between Divide and Comstock. The present freeway width, 56 feet, (17 m.) could serve as an upgraded facility for northbound lanes. The existing facility would then accommodate three travel lanes and paved shoulders. Slow-moving vehicles on this up-grade would be in a separate lane.[14] Two new southbound lanes and paved shoulders would be constructed parallel to the existing freeway on a new location in the Pass Creek drainage. This alternative would be optimal for providing user safety and mobility, but would have severe detrimental environmental and economic consequences. Pass Creek drainage already accommodates a streambed, rail line and the existing freeway within its narrow confines. The new freeway lanes would cost approximately $3.5 to $4.5 million per mile. Cuts and fills would be extensive, and lengthy sections of culvertization and channel changes in Pass Creek would be required. In addition, the rail tracks would be moved in selected portions of this section, and the frontage road system would require extensive modification. Noise impacts could be severe to individual units. This alternative would be an unwarranted solution to the problems of the existing section when considering availability of funds, resultant environmental degradation and the new permanent speed limit of 55 MPH.

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[14] The maximum grade on the existing facility is 5.4%, and the typical grade averages 3.5% to 4.0%.

The table below compares some gross characteristics of the selected alternative described in detail in preceding chapters to the three alternatives described above.

TABLE 4

SUMMARY OF MAJOR ALTERNATIVE ACTIONS

	Selected Alternative	Do-Nothing	New Corridor	New Lanes
Cost per Mile	1.4 m.	0	4 m.-5.5 m.*	3.5 m.-4.5 m.
Safety	Improve	Unchanged	Improve	Improve
Access	Controlled	Uncontrolled	Controlled	Controlled
Travel time	Reduce Slightly	Same	?	Reduce Slightly
Aquatic Impacts	Moderate	None	**	Major
Deer Kill	Reduce	None	Reduce	Reduce
Geologic Impacts	Minor	None	Major	Minor/Moderate
Air Quality	None	None	None	None
Noise Impacts	No Change	No Change	Primarily Reduce	Increase

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*Data derived from location studies recently completed on Oregon Highway 42 between Roseburg and Coos Bay. Alternatives in this project pass through a natural and cultural environment very similar to the Divide-Anlauf area.

**None to Pass Creek, but other drainages the new route would follow would be adversely affected.

In addition to the three major alternatives, minor alternative designs for frontage roads were studied. Selected alternatives can be viewed on the four sketch maps included in the project description. Frontage road alternates were studied to replace severed direct freeway access at Divide Interchange and Curtin Interchange. For the Divide Interchange, four alternatives were studied that could improve road access to compensate for loss of direct freeway access.

1. Extending the existing frontage roads on either side of the freeway on the southeast side of Ward Butte could be linked to Martin Creek Road, with access to the freeway by way of Goshen-Divide Highway (ORE 99). The road on the northwest side would be extended, connecting the area opposite Ward Butte Road to the Goshen-Divide Highway.
2. Extending only the southeast frontage road to the Ward Butte Road area, with a separated grade crossing to serve the northwest side.
3. Extending only the northwest frontage road to serve the area opposite Ward Butte Road, with a separated grade crossing to serve the Ward Butte Road area.
4. Constructing a full interchange at Ward Butte Road.

Alternative 3, extending the existing frontage road on the northwest side with a separated grade crossing to serve the Ward Butte Road area, was selected. Extending the southeastern frontage road would involve construction across a slide area. Constrution here would increase the possibility of the slide becoming active and would require the disposal of excess material. Construction of an interchange at Ward Butte Road is considered impractical, because the narrow confines of the pass would not provide room for even a minimal standard design, and traffic volumes served are insignificant. Extensive slide problems at that point and the stability of the existing railroad were major factors in that decision. The alternative of not constructing a frontage road system would leave property and residents landlocked, with people being displaced and property damaged for lack of access.

On the Comstock end of the project segment, the most practical alternative is to extend Curtin County Road from Curtin Interchange to the north and east of Comstock to renew accesses severed by closure of the Comstock Interchange and other private accesses between Comstock and Ward Butte Road. The alternative would be to do nothing, leaving all the area served by the Comstock Interchange and the area to the north and west of the end of Curtin County Road without freeway access. Rebuilding the Comstock Interchange would be considerably more expensive than providing access via frontage roads, especially when considering the small volume of vehicles served.

Alternative designs for three of the project interchanges were considered. Reconstruction of the Curtin Interchange as a full diamond was considered as an alternative, because widening the freeway will decrease the curve radius on the northbound off-ramp. To construct a new northbound off-ramp to complete a full diamond interchange would require additional right-of-way from timberland and a developed homesite. A single-family residence and its occupants would be displaced. Noise impacts would increase. As shortening the curve radius is not a significant impact, no right-of-way will be required and traffic volumes at this interchange are small, it was decided to forego plans for a diamond interchange at Curtin.

Two alternative means of reconstructing the Anlauf Interchange were studied, as well as the do-nothing alternative. One alternative would be to add only a southbound off-ramp from the right traffic lane to connect with the existing Umpqua Highway; the other would be to reconstruct the interchange as shown in the project description section.

The southbound connection to the Umpqua Highway would provide a standard deceleration lane and would eliminate the short weaving section that now exists between the southbound on-ramp and the southbound off-ramp. It would not eliminate the weaving section between the northbound on- and off-ramps, nor would it eliminate the left-turn, short radius curve in the median section or provide an acceleration lane for the southbound on-ramp.

Reconstructing the Anlauf Interchange in a diamond configuration will provide standard safety features of a freeway interchange, including right-turn acceleration-deceleration lanes, and will eliminate the weaving sections and all left-turn movements within the interchange.

The alternative of doing nothing would leave the existing left-turn southbound exit and entrance ramps and the extremely short acceleration-deceleration lane that forms a weaving section partially within the left lane of the southbound travel lanes.

Two design alternates for the Divide Interchange were studied. Both variations provided for a right-hand northbound exit and a right-hand southbound entrance. The rejected alternate would allow the use of a portion of the existing crossing structure at Divide and would require little additional right-of-way. However, it would require an extensive cut in the Divide Slide, generating large amounts of excess material that would require disposal. This cut might also lead to future increased turbidity and decreased productivity in Pass Creek.

The selected alternate, to the northeast, requires approximately six additional acres (2.4 hectares) of right-of-way. This alternate will require a new crossing structure, but it avoids the slide area. A further advantage of this alternate is that it not only does not create additional disposal material, but will utilize a portion of the excess from other parts of the project.

RELATIONSHIP BETWEEN SHORT-TERM USE AND LONG-TERM PRODUCTIVITY

Channel changes and pipe installation in Pass Creek, Bear Creek, and Buck Creek will affect fish spawning areas, food sources, and water temperature by altering stream velocities, gradients, and over the long term, fish production in the streams will be reduced if streambed spawning areas are removed. Clearing of land for the construction of the various roads and materials source will destroy immature and commercial timber as well as other vegetation providing watershed cover and wildlife habitat.

There will be additional long-term effects -- some desirable, others not. Construction of frontage roads and the elimination of direct access to the freeway, while requiring out-of-direction travel, will provide improved surfaced roads for access to homesites, farmland, and timberland. Seven at-grade railroad crossings will be replaced by three signalized grade crossings in the frontage road system. The proposed frontage roads and new alignment for the Umpqua Highway connection will provide safer access to potential homesites and view lots.

Because this area is centrally located and within easy commuting distance of the labor markets at Cottage Grove, Eugene, Drain, and Sutherlin, residential growth could occur after construction. The proposed changes in the Anlauf Interchange and the realignment of the Umpqua Highway and Buck Creek County Road would increase the potential for local highway-oriented commercial development.

The principal use of this small valley between Divide and Comstock is one of transportation, a fact substantiated by the presence of Interstate

5, the railroad, and other local access roads. The small farms, residences and communities depend upon these transportation links for their economic existence. For this reason, this proposal is judged to be consistent with the long-term economic productivity of the region.

The scenic easements will preserve some lands adjacent to the freeway from future modifications. The easement will insure an attractive environment separating the highway from likely future logging operations, and will provide unmodified habitat.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Right-of-way requirements and the scenic easement will remove farm and timberland from production. The largest single parcel of land proposed for purchase is 52.45 acres (21.23 hectares) of timberland, which will be landlocked by elimination of freeway access. Small parts of this property will be cleared for the construction of cut and fill slopes, and the balance will remain as a scenic easement along the highway.

Channel changes and pipe installations in the creeks will reduce available fish spawning areas and will reduce the fish-producing capabilities of the streams.

Approximately 340,000 cubic yards (260,000 c.m.) of rock aggregate will be required for highway and frontage road construction, along with 7,000 cubic yards (5,352 c.m.) of asphalt cement for the production of asphalt concrete.

In addition to the commitment of land and other natural and human resources, the necessary funds for research, planning, and construction will be committed to this project and will be returned only as cost benefits to road users.

Energy will be consumed in planning and constructing this project. Comparable energy savings will not be realized upon completion of the project as the alignment will remain the same length. Minor savings will result from a greater ability to maintain a constant speed throughout this section.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

Comments and responses to this statement are presented below. Discussion of comments received at the corridor-design public hearing can be found in Appendix G.

TABLE 5

COMMENT SUMMARY

Commenting Agency	Date Sent
U.S. Coast Guard	June 19, 1974
U.S. Department of Interior	July 26, 1974
Environmental Protection Agency, Region X	June 24, 1974
U.S. Department of Agriculture	May 28, 1974
Oregon State Clearinghouse	June 28, 1974
Division of State Lands	
Oregon Fish Commission	
Department of Land Conservation and Development	
Traffic Safety Commission	
Department of Geology and Mineral Industries	
State Engineer	
Lane County Council of Governments	May 31, 1974

U.S. Coast Guard

Comment:

> The Thirteenth Coast Guard District has reviewed the Divide-Anlauf Section Draft Environmental Impact Statement. The Coast Guard has no comments to offer at this time. Thank you for the opportunity to review the statement.

Response:

> No response required.

U.S. Department of the Interior

Comment:

> The aerial photographs used to augment the narration are helpful; however, they do not adequately provide the graphic representation necessary to fully understand the proposal and its impacts. We would suggest that additional graphics be supplied. Specific graphic tools which would be useful include, but are not limited to: topographic, soils, cultural features, including the park, land-use zoning maps, and graphic representations of typical road cross sections. On page 4 a reference is made to public lands; a graphic presentation of the public lands indicating the controlling agency is needed. Maps indicating the various alternatives discussed beginning on page 24 would be of considerable assistance in assessing the alternatives presented.

Response:

Appropriate modifications in graphics have been made throughout the document. Land-use and zoning mapping are not included because in this rural environment, land-use plans are more conceptual than definitive. Only sketch planning has been completed for the project. Completion of the project will not alter land-use trends. Agriculture and timber uses predominate. Small areas at Anlauf and Curtin Interchanges are designated for industrial development, and Curtin Interchange and sections of ORE 99 north of Divide are designated as sites for commercial development. Lowland between Curtin Interchange and Anlauf are designated for rural residential development. Public lands in the area, under control of the State of Oregon and BLM, are small timbered holdings. Access to these properties will not be affected by this project.

Mapping all the frontage road and interchange alternatives at the scale required by the size of the project would confuse the reader. Graphic presentations of six alternative frontage road plans and alternative designs at three interchanges on consecutive pages would be difficult to follow and relate to pertinent discussion in the text.

Comment:

Few data on the geology of the area of the proposed highway construction are provided in the statement.

Response:

See additional discussion on pages 10, 21-23, and paragraphs in Appendix E.

Comment:

The "National Register of Historic Places" and the Oregon State Historic Preservation Officer should be consulted to determine if sites on, or eligible for, the Register will be affected.

You should also consult Mr. David Cole, University of Oregon, Museum of Natural History, Eugene, Oregon 97403, to determine if archeological sites have been recorded for the project area. It is unlikely that the area has been surveyed for archeological sites, and if not, it will be necessary to do so to adequately consider this resource. You may wish to speak with Mr. Cole in this regard also.

Response:

See Appendix C. The University of Oregon, Museum of Natural History has been contacted and will conduct the archeological investigation prior to the lettings of the project contract. This investigation will be conducted when staff becomes available.

Comment:

We note that the existing Pass Creek Park is located immediately adjacent to the existing Interstate. The impact of the project on the park is not well defined. The impacts of the various alternatives on Pass Creek Park, specifically, and recreation opportunities, in general, should be discussed. This discussion might include the secondary impacts, particularly of increased residential use of the area, as access to Cottage Grove and Drain is improved.

Additional narration about other recreational opportunities in the area and the importance of Pass Creek Park in meeting regional or local recreation needs should be provided.

Response:

The proposed project will not impact Pass Creek Park or change its usage pattern. No known projects in this area will improve access by decreasing travel time to Drain and Cottage Grove from the Pass Creek Park. The road improvement to I-5 will increase safety, but vehicle speeds will increase only slightly. The new Anlauf Interchange would make the trip from Drain slightly longer, unless the secondary parallel facility between Anlauf and the park adjacent to the Curtin Interchange is followed. Alternative corridors would decrease accessibility to this small park. No design alternatives would affect the park in either an adverse or positive manner. Planning reports prepared by local agencies conclude that the project area will not become increasingly populated in the foreseeable future, but rather that the present slow decline will continue. Available park-user data is contained in Appendix H. It should be noted that less than one in five camping visitors is an Oregonian, indicating that the park is used primarily by transients traveling I-5.

Comment:

> Page 4, paragraph 1 - The discussion indicates that access will be provided to Ward Butte Road and public and private lands south of Ward Butte Road. The ownership and uses of these lands should be discussed (graphically or narratively), especially in reference to existing recreational lands or lands with demonstrated recreation potential.

Response:

Access from public parcels to I-5 will not be affected by the project. These holdings include small parcels held by the counties (O & C lands), State Forestry Department, BLM, and Oregon State Highway

Division. These lands are used incidentally for one known recreation activity, hunting.

Comment:

> Page 9a, Photograph - The boundaries of Pass Creek Park should be clearly delineated.

Response:

> See picture after page 23.

Comment:

> Page 13, paragraph 2 - The discussion indicates that a 52-acre, landlocked parcel may be made a part of a scenic easement. This scenic easement is also mentioned on pages 23 and 23a. If a proposal exists for a scenic easement, it should be discussed in some detail and graphically indicated on page 23a.

Response:

The landlocked parcel is outlined on the map after page 19. See footnote 8 on page 18.

Comment:

> Page 17, paragraph 1 - The statement that increases in the sound level in the park of 5 dBA will have "no noticeable impact at the park" is conclusionary. Until the uses of the park are more specifically delineated, we are unable to assess the conclusion based on the information which you provided.

Response:

Additional analysis has shown noise levels will increase 2 to 4 dBA. An inventory of facilities and uses at Pass Creek Park are presented in Appendix H. The improvement will not relocate these ramps nearer to the park, but rather the existing ramp will be overlaid. The freeway median will be widened and a 10-foot shoulder paved, bringing the paved shoulder area approximately 10 feet closer to park boundaries and travel lanes three feet closer, leaving a distance of approximately 155 feet (47.3 m.) between the park boundary and the freeway. This modification will not affect the existing vegetative screen or require slope widening, encroaching toward the park.

Comment:

Page 17, paragraph 2 - The comment that "In a sense, truck noise decreases with speed because the noise is present for less time at higher speeds" is specious. The duration may be lowered; however, the intensity of noise resulting from tire road contact ordinarily increases with speed.

Response:

We have deleted that sentence.

Comment:

Page 19, Table 2 - Biological Requirements of Salmonids - In general, the information provided in the table could be useful in analysis of project impact; however, it is not adequately incorporated into the text. As presented, the data are unclear and/or misleading, and the requirements do not pertain to all salmonids. The listed water depths are minimum and should be indicated as such. Optimum streamflows for salmon and steelhead also should be included in the table.

Response:

Appropriate revisions have been made in the table and text.

Comment:

Page 19, paragraphs 1 & 2 - Discussion in these two paragraphs relates primarily to project impact on food production and could be condensed or combined into a single paragraph. The impact of channelization on fish habitat should be considered also. Specific effects of stream alteration which should be included are the resulting increase in water velocity and reduction in suitable stream area for concealment, shade, resting, and rearing.

Response:

Appropriate revisions in the text have been made.

Comment:

Page 20, paragraph 2 - The last two sentences should be deleted because the existence of returning anadromous fish in a modified channel does not mean that adverse effects to the fish run did not occur.

Response:

Appropriate corrections have been made.

Comment:

Page 21 - Remedial measures which might be taken in the event of excessive deer kills should be listed.

Response:

Please note the expanded discussion in Appendix D.

Comment:

Pages 24-28 - Project Alternatives and Their Impacts - Impacts of the described alternative project proposals on fish and wildlife resources are not considered in this section and should be included.

Response:

A "complete" analysis of fish and wildlife impacts if another corridor were selected would be an inappropriate expenditure of effort and public funds given the scale and extent of impact a brief inspection shows is associated with such an action. The economic and environmental absurdity of this alternative belies further discussion. The alternative of no-build would not alter the corridor, and therefore have a positive impact on fish and wildlife impacts when compared to the proposed action. Coordination with the Wildlife Commission in planning the project has helped minimize anticipated impacts.

Comment:

Page 29, paragraph 1 - In the first sentence, the word temporarily should be deleted. In sentence 2, the word will should be substituted for the word may.

Response:

These corrections have been made.

U.S. Environmental Protection Agency (Region X)

Comment:

> From our review and discussion with the Oregon State Wildlife Commission regarding the Pass Creek fishery we have concluded that no significant impacts in our jurisdictional areas are likely, provided the State of Oregon water quality standards are not violated.

Response:

Effects of project construction activities will be monitored by the resident engineer, with assistance from the regional environmentalist and Environmental Section personnel to insure maintenance of water quality standards during construction seasons and winter intervals.

U.S. Department of Agriculture, Soil Conservation Service

Comment:

> Seeding grass on disturbed areas could be an additional step taken to minimize unavoidable adverse environmental effects. Erosion and the resulting sediment can be reduced by seeding these areas to adapted grasses immediately after completion of construction or where disturbed areas are to be left exposed over winter. Streambanks should be sloped and seeded to stabilize the banks. These measures could be in addition to the beautification plantings that are discussed in the statement.

Response:

The comments of the Soil Conservation Service are well made. The landscaping plans for this project must perform several temporary and permanent functions. Soil stabilization, protection of surface water quality and aquatic resources, beautification, and rehabilitation of fisheries habitat in channelized portions of Pass Creek and its tributaries are all fostered by steps taken to establish vegetative cover as quickly as possible.

Seed bed preparation, seeding, and mulching will be accomplished wherever it is practical in order to re-establish vegetative cover. These steps will be taken early enough in the year to protect soil surfaces during the rainy season.

Rock inlays will be installed along critical sections where it appears that vegetative cover alone will not provide adequate slope stabilization.

Spacial landscaping measures are to be taken along channelized portions of Pass Creek and its tributaries to protect the fisheries resources; these have been described in the section dealing with minimization of impacts.

Oregon Division of State Lands

Comment:

> A map showing areas of creek rechannelization and new culverts would be helpful.

Response:

> These graphics can be found in the text.

Oregon Department of Land Conservation and Development

Comment:

> Has the already commercially developed interchange at Curtin been considered? This would avoid creating unnecessary new commercial opportunities, while strengthening the existing traveller commercial zone at Curtin.

Response:

Consideration of this use is largely at the discretion of Douglas County. The closure of the interchange at Comstock and the alterations to the Anlauf Interchange will both foster any increased commercial development in this corridor at Curtin Interchange.

Comment:

> Has a benefit/cost analysis been made of the alternates? If not, one should be done.

Response:

No benefit/cost analysis is performed on safety improvement projects such as Divide-Anlauf. All viable alternatives are design in character and developed over a lengthy time frame through extensive in-house, interagency, and public interaction. Data to perform a benefit/cost analysis requires information from specific before and after situations. If the E.I.S. is to serve as an early disclosure document, benefit/cost analysis is not a suitable tool to apply to this type of project. A more appropriate analysis would center on opportunity costs foregone if the project is not undertaken.

Oregon Department of Geology and Mineral Industries

Comment:

> The proposed road near Comstock might intersect a coal bed. I suggest that the Highway engineers notify our Department in the event any such coal beds are exposed during the construction phase. Some of the sedimentary rocks in the Comstock area are susceptible to slope instability. Attention should be given to such an area in order to keep roadcut heights at a minimum.

Response:

Please note the discussion on page 10.

Oregon State Engineer

Comment:

> There are several water rights which show diversion of waters from Pass Creek between Anlauf and Divide. The impact of your proposed action on these rights should be considered.

Response:

The seven water diversion points near the project, all located between Curtin and Anlauf, will not be affected by the project. No permanent negative impact to the quality of water presently being diverted from Pass Creek is anticipated. Minor temporary turbidity may result in waters diverted 1500 to 3000 feet (500 m.-1,000 m.) below the proposed crossing of a log pond near the mouth of Buck Creek. This turbidity will not alter the water's usefulness for irrigation.

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APPENDIX A

Wildlife Inventory: Divide-Anlauf Area

BIRDS

Mallard
Pintail
Gadwall
American Widgeon
Shoveler
Blue-Winged Teal
Wood Duck
Turkey Vulture
Goshawk
Cooper's Hawk
Sharp-Shinned Hawk
Rough-Legged Hawk
Red-Tailed Hawk
Sparrow Hawk
Blue Grouse
Ruffed Grouse
American Coot
Killdeer
Mountain Quail
Ring-Necked Pheasant
Rock Dove
Mourning Dove
Band-Tailed Pigeon
Screech Owl
Great Horned Owl
Long-Eared Owl
Short-Eared Owl
Barn Owl
Common Nighthawk
Calliope Hummingbird
Red-Shafted Flicker
Pileated Woodpecker
Lewis' Woodpecker
Yellow-Bellied Sapsucker
Hairy Woodpecker
Downy Woodpecker
Western Kingbird
Barn Swallow
Violet-Green Swallow
Rufous Hummingbird
Belted Kingfisher
Gray Jay
Common Raven
Common Crow
Black-Capped Chickadee
Common Bushtit
Dipper
White-Breasted Nuthatch
House Wren
Winter Wren
Rock Wren
Long-Billed Marsh Wren
Robin
Varied Thrush
Tree Swallow
Bank Swallow
Steller's Jay
Scrub Jay
Mountain Bluebird
Golden-Crowned Kinglet
Ruby-Crowned Kinglet
Cedar Waxwing
Red-Winged Blackbird
Brewer's Blackbird
Brown-Headed Cowbird
Cassin's Finch
House Finch
American Goldfinch
Rufous-Sided Towhee
Wilson's Warbler
House Sparrow
Fox Sparrow
Song Sparrow
Slate-Colored Junco
Oregon Junco
Chipping Sparrow
White-Crowned Sparrow
Golden-Crowned Sparrow

APPENDIX A - continued

MAMMALS

- Opossum
- Dusky Shrew
- Pacific Shrew
- Vagrant Shrew
- Marsh Shrew
- Trowbridge Shrew
- Townsend Mole
- Coast Mole
- Shrew Mole
- Little Brown Myotis
- Black-Tailed Hare
- Snowshoe Hare
- Brush Rabbit
- Gray Digger
- Townsend Chipmunk
- Western Gray Squirrel
- Chickaree
- Mazama Pocket Gopher
- Beaver (*Castor*)
- Deer Mouse
- Dusky-Footed Wood Rat
- Bushy-Tailed Wood Rat
- Oregon Meadow Mouse
- Townsend Meadow Mouse
- Muskrat
- Porcupine
- Red Fox
- Gray Fox
- Coyote
- Black Bear
- Raccoon
- Mink
- Mountain Beaver (*Aplodontia*)
- Striped Skunk
- Long-Tailed Weasel
- Spotted Skunk
- Bobcat
- Blacktail Deer

REPTILES AND AMPHIBIANS

- Western Fence Lizard
- Northern Alligator Lizard
- Rubber Snake
- Western Ring-Necked Snake
- Gopher Snake
- Northwestern Garter Snake
- Northwestern Salamander
- Pacific Giant Salamander
- Western Toad
- Lizard
- Racer
- King Snake
- Common Garter Snake
- Western Garter Snake

FISH

- Coho Salmon
- Cutthroat Trout
- Redside Shiner
- Sculpin
- Oregon Chub
- Squawfish
- Pacific Lamprey
- Steelhead Trout
- Rainbow Trout
- Dace
- Largescale Sucker
- Threespine Stickleback
- Western Brook Lamprey

APPENDIX B

Noise Analysis

The methods used to evaluate noise input are as follows:

1. Criteria for evaluating highway noise are established.
2. Existing noise levels are measured at sites most likely to be impacted.
3. Noise levels are determined by computer for each site before and after construction and for twenty years in the future.
4. Noise impact at each site is evaluated in terms of the recommended criteria.

Methodology

Noise levels along a highway fluctuate with time. Therefore, the noise cannot be defined in terms of a constant sound pressure level as steady noises would be. The sound level which is exceeded ten parcent of the time is called the L_{10} sound level. The sound levels which are exceeded 50 percent and 90 percent of the time are called the L_{50} and L_{90} sound levels, respectively.

The L_{10} sound level is a good indicator of the maximum sound level that occurs over a given time interval, and is influenced largely by the passage of heavy trucks. The L_{50} level is sometimes called the mean sound level, because it represents the average sound level in a given time interval.

The L_{90} level is an indicator of the ambient noise level exclusive of freeway noise.

Sound levels are measured in dB"A", a weighted scale which accentuates higher frequencies to imitate response of the human ear. A ten dB"A" increase in noise level corresponds roughly to a doubling of loudness, whereas a three dB"A" increase in noise is barely noticeable.

Noise Criteria

Two conditions have been established for use in Highway Division noise studies to determine noise acceptability. First, it was decided that the maximum noise level at all chosen sites should meet the FHWA guidelines shown in Table 2. Second, regardless of the existing noise level, noise level increases after construction should be limited to five dBA. (See Table 1.) If either criterion is violated, some means of noise reduction should be implemented.

TABLE 1

Amount by Which Ambient Noise Level is Exceeded	Rating	Probable Response
Fewer than 5 dBA	No Impact	No Complaint
Between 5 and 10 dBA	Minor Impact	Some Complaint
More than 10 dBA	Major Impact	Widespread Complaint

TABLE 2

FEDERAL HIGHWAY ADMINISTRATION GUIDELINES

DESIGN NOISE LEVEL/LAND-USE RELATIONSHIPS*

Land-Use Category	Design Noise Level - L_{10}	Description of Land-Use Category
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	--	For requirements on undeveloped lands see paragraphs 5.a(5) and (6) of PPM 90-2.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

*FHWA, "Noise Standards", Policy and Procedure Memorandum 90-2 (April 26, 1972), Table 1.

APPENDIX C

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 26, 1974

FROM: Paul B. Hartwig
State Historic Preservation Office

SUBJECT: The Divide-Anlauf Section
(I-5) 610-1985-923

TO: Maxine Banks
Environmental Section

This is in response to a request for information on historic sites located within the proposed project area of the Divide-Anlauf Section, Douglas County.

There are no properties listed on the National Register of Historic Places, nor are there any properties listed in the Statewide Inventory of Historic Sites and Buildings located within the proposed project area. However, an adequate survey of the area has not been made. I request that you be on the lookout for historic properties in your research of the project. It would be ideal if you could consult a historian to do survey work for your office.

We appreciate this opportunity to comment.

PBH:lb

RECEIVED
ENVIRONMENTAL
SECTION

APPENDIX D

Although there are local situations within the Divide-Anlauf section where deer on the highway are especially hazardous, collisions resulting in blacktail deer mortality have occurred throughout the entire section. Their numbers are known to fluctuate significantly from year to year. Although seasonal concentrations may occur to some extent, they do not normally yard up in western Oregon, nor do they have established patterns of seasonal migration. The deer involved in accidents in the Divide-Anlauf section can be considered local residents.

At least four factors contribute to the problem along this section of highway. First, the surrounding habitat, including sections of abandoned highway, is well-suited to blacktailed deer. Second, high, steep fill slopes, steep grades, curving alignment, and rapid transitions from cut to fill sections result in a limited line of sight and restricted peripheral vision. In these situations, deer are frequently difficult to see from a safe stopping distance. Third, frequent rain periods and limited opportunity to use high beam headlights because of approaching traffic seriously reduce motorists' range of vision while wet pavement and narrow non-contrasting shoulders make maneuvering hazardous. Fourth, dense vegetation near the highway right-of-way line is common. In these areas, there is little visual contrast between a deer and the background. Deer may be seen but not recognized because of this lack of contrast.

In summary, local resident deer are involved in these accidents. They may enter the highway at any season of the year and are likely to be found anywhere along this section. Collisions with deer are more difficult to avoid between Comstock and Divide because of restricted motorists' visibility. Attractive browse plant species growing in and near the right-of-way accentuate the problem.

The present situation is characterized as chronic and diffuse rather than concentrated and acute. An estimated 10 to 15 deer/vehicle collisions occur per year along this seven miles (11.2 Km.) of Interstate highway. Based upon estimates of the fish and wildlife agencies in general western states, the average property damage per collision in 1966 and 1967 was approximately $280.00. The 1970 value of blacktailed deer in Oregon as expressed through hunter costs per legally taken deer is approximately $358.00 per deer. With inflation, the average dollar loss to the state and motorist per collision is now greater than the maximum estimate ($5,370) derived from previous figures.[1] These figures do not include the cost of human fatalities and other injuries which result from deer/vehicle collisions or attempts to avoid collisions. Unfortunately, data are insufficient to estimate the proportion of deer/vehicle collisions in which human injury can be expected.

Methods to reduce deer/vehicle collisions act in three ways: physically preventing deer from approaching the highway; modifying deer activity near the freeway; and assisting motorists to see, identify, and/or avoid deer in a potential collision situation.

The first category is not considered practical or justified on this project. Deer-proof fencing, although reported to be effective, is also costly.[2] Special hunts to reduce the population density in the

[1] The maximum is derived by multiplying the maximum estimated deer kill (15) by the 1970 value of blacktail deer taken ($358.00).

[2] 1968 costs in Texas and California were between $8,000 and $8,500 per mile.

affected area have been held in other states. Special hunts are typically held only if large populations are present, thus reacting to an undesirable situation rather than preventing it. Special hunts have frequently proven unpopular with local residents. Only the Oregon Wildlife Commission has the authority to approve this activity, usually undertaken as a game management tool.

Manipulation of deer behavior near the highway by reducing visual screening and restricting the growth of browse and grazing forage along the right-of-way are methods which usually contribute to a reduction of deer/vehicle collisions. Deer find the slopes with new grass and young plantings attractive, especially during the initial two years after planting.

Deer repellents were considered but have been rejected. These repellents have been too unreliable in the past.

A test section of reflective mirrors may be installed along the northern portion of the Divide-Anlauf section. Purposes of reflective mirrors include preventing headlight fixation by deer and stimulating animal movement.[3]

The highway improvement project itself will assist the motorist to avoid animal collisions. Flattening the angle of fill slopes will improve the line of sight by removing peripheral blind spots near the road. Tapering cut slopes further away from the highway shoulder will also increase line of sight in cut/fill transition areas. Cut slopes will be set back an additional 12 feet (3.66 m.) from the shoulder, reducing blind areas.

[3] Mirrors were tested on a four-mile section of US 97 near Chemult for 10 months in 1972. Results were inconclusive. Nationwide, results from mirrors have varied from no effect to very successful. Mirrors have never been tested for western blacktail deer in Oregon

Signs will be installed warning the motorist of the danger. This should be most effective for southbound traffic; northbound traffic has already been exposed to a similar habitat/terrain situation for some miles.

A median glare barrier will not be used. Although such barriers allow more extensive use of high beam headlights by the motorist, such a benefit is more than offset by the hazardous condition which results. A deer in opposing lanes cannot be seen until it jumps the barrier, giving a driver limited warning of an impending collision. The glare barriers presently used in Oregon do not prevent deer from crossing the freeway.

The nature of the visual background skirting the highway and against which deer must be recognized may be improved considerably. Seeding mixtures containing a high percentage of highlight fescue create a desirable background which is uniform, of fine texture, and is light green in the growing period and changes to bright straw yellow the remainder of the year.[4] The visual contrast of deer to this background will be a definite improvement over the existing background of dark shrubs and trees of diversified form and shadow. Deer will probably be attracted to these areas temporarily to browse, but the long-term impact should be a reduction in the number of collisions.

[4] The normal planting mixture used by the Highway Division will be modified to delete the clover and increase the percentage of highlight fescue.

APPENDIX E

Landslides and Unstable Slopes

A landslide or mass wasting is a downward movement of earth materials in response to gravity. Landslides occur whenever the forces of gravity acting on a rock or soil mass exceed the cohesive strength of the material. This occurs by increasing the slope angle at or near the foot, by increasing the pressure on the upper part of the slope through the addition of water or other weight, or by the effects of weathering that promote leaching and the formation of clays that may expand and force the soil to part.

An inactive landslide is one which has slid but which, at least temporarily, has stabilized. A potential landslide or unstable slope is one which could fail through natural processes or man-generated modifications. These types are schematically shown on the slope stability map of the project area.

Landslides can occur on steep or gentle slopes, and move at a variety of speeds from rapid to very slow. The surfaces of landslides form highly irregular, hummocky, or gently undulating topography that result in characteristic features including surface cracks or scarps, tilted or bent trees, angled fence lines, sag ponds, and large displaced blocks of rock.

Landslides are commonly classified as slump, bedding plane, debris slide, rockfall, mudflow, and soil creep types. The slope stability map after page 10 should be referred to in locating the eight active landslide areas described below.

The Oregon State Highway Division Region Geologist started monitoring the six slides most likely to affect highway areas on the project section in 1974, using slope indicator tubes. Although evidence of movement has been recorded at three of the slides (the Divide Slide at Station 1062, the Station 82 slide, and the Cavey Slide at Station 127), it is too early to make meaningful interpretations from the existing evidence. Other slides being monitored are the Station 42, Fish Pond at Station 48, and Station 101 slides. The purpose of the study is to determine the best methods to stabilize the slides. The stabilization methods proposed in the following discussion may be changed by the study.

New access roads may cross potential slide areas. However, these roads will be constructed to fit surface contours so that cuts and fills can be minimized. The resultant slide problems will be minimal in both areal extent and intensity.

Divide Slide at Station 1062, left.

The slide area is at the north end of the project and is approximately 400 feet (122 m.) wide, extending about 450 feet (137.3 m.) upslope. During the construction of the highway in 1952, the toe was twice cut by the north and south lanes, thereby removing its support. Original movement was northeastward. A warping in the northbound highway pavement indicates some recent movement.

The principal problem is to drain the slide because poor slope drainage, coupled with a high-water table, tends to destabilize the toe area. Riprap now loads the toe of the slide adjacent to the highway.

Additional rock inlay may be placed to add weight. Standard slopes are recommended for the minor cuts involved.

The adjacent inactive 800-foot-wide (244 m.) slide area (Station 1064 to 1072) to the west likewise has riprap loading its toe area. A large number of horizontal drains, diagonal trenches, and a culvert pipe have been installed to drain it. Recontouring and integrating all drainage facilities during construction should be mandatory.

Old Highway Slide at Station 1075, right.

The slide is between the railroad and Pass Creek, adjacent to the highway. It is about 250 feet (76.3 m.) long, extends 100 feet (30.5 m.) upslope, and occurs along the terrace on which the old highway rests.

Pass Creek will be culverted and the area between the railroad and the highway filled in, thereby stabilizing both.

Station 28 Slide, left.

The slide area may be about 500 feet (152.5 m.) wide and is located next to a proposed channel change.

Work will consist of culverting Pass Creek and stabilizing the area with rock fill. Support for the slide will be provided, as specified in special contract provisions, before channel work starts.

Station 42 Slide, left.

Cracks in the ground above the present 105-foot-high (32.3 m.) cut and seismic studies indicate that the slide area may be about 300 feet (91.5 m.) wide. The cut is standing on approximately 1 1/2:1

slopes with a fifteen-foot-wide (4.58 m.) bench at the fifty-foot (15.3 m.) elevation.

Proposed construction will extend the cut to 150 feet. It has been recommended that the new slope design have 1 1/2:1 slopes with thirty-foot-wide benches at fifty-foot (15.3 m.) and 100-foot (30.5 m.) elevations. A rock inlay will probably be placed above the 100-foot (30.5 m.) elevation.

Fish Pond Slide at Station 48, left.

Three private ponds are located above the slide area, are possibly 500 feet (152.5 m.) wide, and may well contribute to the instability.

It was recommended that Pass Creek be put in a culvert rather than risk activating the slide by excavating for the proposed channel change.

A rock inlay will probably be used to stabilize the slide.

Station 82 Slide, left.

The slide area is about 700 feet (213.5 m.) wide and extends upslope 300 feet (91.5 m.) from the highway to a six- to eight-foot (2 m.-2.6 m.) scarp topping the perimeter. A large spring area occurs in the upper central part.

Although proposed construction involves minor cutting, activation of the slide would cause the movement of a large quantity of material. Therefore, a rock inlay will be placed at the toe, and appropriate drainage facilities, such as perforated pipe and/or horizontal drains, will be installed.

This is one of the three slides in which movement has been reported. Maintenance crews have removed material from the toe next to the highway.

Station 101 Slide, left.

The slide area is about 400 feet (122 m.) wide and extends upslope about 300 feet (91.5 m.), with the toe reaching the highway. A sag pond occurs well up on the slide, as do springs. These areas should be drained to assist in stabilizing the slide.

A rock inlay or riprap may also be placed at the toe for stabilization.

Cavey Slide at Station 128, left.

Movement in this slide area, about 400 feet (122 m.) wide and extending upslope 400 feet (122 m.), is northwesterly. The north end of the slide reaches the highway where a slight warping of the pavement reflects movement activity.

Stabilization recommendations entail the placement of 300 feet (91.5 m.) of inlay and contour modifications to improve the drainage pattern.

APPENDIX F

Because of the obvious potential hazards to the aquatic resources of Pass Creek and its tributaries, which prior experience indicates will result from the project, the expertise of both the Fish Commission of Oregon and the Oregon Wildlife Commission has been solicited.

Several meetings were held to identify problem areas, establish rehabilitation guidelines, and to agree to specific design features so that the fish resources of Pass Creek would be protected to the greatest possible extent.

Three areas of concern were identified for remedial action: (1) the quantitative loss of stream habitat available for spawning, rearing, and food production; (2) anadromous fish passage problems through culverts and in channelized portions of the creek; and (3) the qualitative reduction of stream habitat resulting from a lack of riparian vegetative cover and channel irregularities in these same sections.

Proposals to ease fish passage problems include the installation of baffles within particular culverts, channel and culvert design to produce 4 feet (1.22 m.) per second maximum velocities and 0.6 foot (18.3 cm.) minimum depth between November 1 and May 1, and where necessary, the installation of weirs with notched sills to maintain a workable stream gradient.

The quantitative loss of stream habitat will be offset as much as possible by creating meanders where space is available and installing boulder retards and single fish rocks to promote the natural development of channel irregularities. The notched sills will establish alternating pool riffle characteristics and serve to increase the wetted area of the channel. Gravel meeting the size/shape requirements for coho salmon and steelhead trout spawning will be installed upstream of these sills and hopefully will increase the area of stream available for spawning.

The qualitative reduction of aquatic habitat will be minimized by several means. Fast growing riparian tree species will be started to provide shade and food (insects falling into the stream are an important source of food). Channel banks will be flat enough to promote the growth of the forbs and grasses which are to be planted to control erosion and to protect the newly placed spawning gravel beds from siltation. Fish rocks, sills, culvert baffles, and boulder retards will serve to aerate the water flowing past these devices.

The list below includes the major channel changes and culvert extensions or placements discussed in a meeting of representatives of the Fish Commission, Wildlife Commission, and Highway Division on May 22, 1974. The principal actors plan to meet in the field at a future date, prior to development of the contract, to reassess their conclusions and develop any additional specific recommendations.

1. Channel change at Station 302 on the Anlauf-Drain Section: recommend building in meanders if possible; revegetation of banks; a biologic investigation should be conducted to determine possible creek alignment.
2. Culverts for Buck Creek underneath Anlauf Interchange: research stream hydrology to determine if baffles are necessary to stay within speed of flow and depth requirements.

3. Channel changes on Divide end of project to approximately Station 20 at Ward Butte Road: this is a non-producing section of stream; the major concern is to preserve water quality by revegetating banks and protecting slopes.
4. Channel change at Station 20 (at Ward Butte Road): one of the highest producing areas; discussion of the possibility of using structure instead of fill at Ward Butte Road crossing to minimize channel changes. This was felt to be problematic because of slide area.
5. Channel change at Station 30: important spawning area, recommend the installation of two to four notched baffles or weirs with rounded gravel 4" to 1/2" (10 cm.-1.5 cm.) in diameter placed behind them to form riffles and pools for spawning and rearing.
6. Culvert at Station 35: culvert has 1.85% slope and will be extended; baffles will be needed to maintain .6 ft. (18.3 cm.) depth and 4 ft. (1.22 m.) per second maximum flow.
7. Culvert at Station 50: will require approximately a 50 ft. (15.25 m.) extension, presently has undercut at outlet and may present a problem for fish passage; baffles recommended if under inlet control, otherwise concrete sills downstream.

8. Channel change at Station 60: recommend same treatment as in "5" above, or the emplacement of rocks and boulders to produce meanders.
9. Culverts at Stations 70 and 77: same recommended treatment as in "6" above.
10. Channel change at Station 125: recommend the elimination of sharp bend in channel by moving access road or modifying channel alignment.
11. Channel change at Station 200: recommended emplacement of rocks to increase meanders.

APPENDIX G

PUBLIC INPUT
CORRIDOR/DESIGN HEARING
and
O.S.H.D. RESPONSE

Hearings for the Divide-Anlauf section of Interstate 5 were convened in Cottage Grove, Lane County, on June 26 and 27. Informal informational sessions were held on the 26th from 2:00 p.m. to 10:00 p.m. and on the 27th from 1:00 p.m. to 5:00 p.m. The formal hearing was held from 7:30 p.m. to 9:00 p.m. on the 27th at the fire station in Cottage Grove. Approximately 25 people came to the informational sessions and an equal number attended the formal hearing, many of them the same individuals. Six private citizens and representatives of the Southern Pacific Railroad testified at the hearing. Written comment was submitted by eight individuals, including most of those who testified at the hearing. All private citizens commenting lived or owned property in the project area.

Comments centered on a variety of suggested design changes. Preservation of access to the freeway from adjacent private holdings was one major concern. No median barriers were installed between the northbound and southbound lanes in the Divide-Comstock section until the fall of 1974. Local school officials, the Cottage Grove Chamber of Commerce, and legislators brought pressure to have a barrier installed without waiting for other measures to upgrade the section because of the frequency of fatal accidents in the section. Although the Highway Division informed local residents of this change by certified mail, only two objecting letters were received. At the hearing, however, there was much objection to installation of the proposed permanent median barrier until new means of access were provided, causing out-of-direction travel of up to approximately six miles (9.6 Km.). After frontage roads are constructed in conjunction with this project, some property owners will still be inconvenienced by out-of-direction travel, but the only developed property to be severed from access to the freeway will be purchased by the Highway Division.

In addition to general comments about aspects of the project, including Pass Creek, the need for improvement, and effects of the improvement on adjacent properties and highway safety, several specific suggestions were offered. Each of these suggestions and the response of the Highway Division are outlined below. All frontage road changes are shown on the frontage road maps, after page 4.

(1) The Highway Division adopted the change suggested by Mrs. Stalzer to modify the location of the frontage road at the Stalzer property at Divide and avoid taking her home, an old schoolhouse. This modification would also avoid encroachment on the railroad company's trailer park, as desired by the representative of the Southern Pacific Railroad. Construction cost would be comparable to the original plan, but expenses incurred in acquiring right-of-way will be about $50,000 less.

(2) Change the frontage road giving access to the Longview Fiber Company property across the Griggs property to a line more parallel with the railroad, as desired by

Mr. Griggs. This line would be placed so that it would not divide any individual holding. This alteration would save about $12,000. Two additional small channel changes of Pass Creek will be required.

(3) Use the existing access road for access to the Cone property through the Johnson property, rather than building a new access road that would pass through the Irvine property. This change will satisfy the concerns expressed by Mr. Irvine and Mr. Johnson.

(4) Shift the proposed railroad crossing about 100 yards (91.5 m.) north on the frontage road from Comstock underpass to the county road, if the Southern Pacific Railroad concurs. This change would save about $15,000 and also eliminate the need for additional right-of-way.

The adoption of these four changes will reduce the cost of the project by $75,000 to $100,000.

Eight additional suggestions were rejected. These suggestions and the rationale for rejecting them are listed below.

(1) The existing access road for the Wilson property should not be extended to join the frontage road near the Lane County-Douglas County line as suggested by Mr. Wilson. Such a realignment would create steeper grades and necassitate a potentially hazardous railroad crossing. This change might also displace one family. Additional channelization of Pass Creek through a pipe would be necessary, since the main line slopes would encroach on the existing channel.

(2) Construction of access ramps at milepoint 166 as suggested by Mr. Flatt is not recommended, since this action would perpetuate private access to the freeway.

(3) Mr. Flatt opposed the proposed new frontage road that runs westerly from the access to the Comstock Cemetery. Reexamination demonstrates that this road is justified. It will provide access to the Willamette Industries holding. Access cannot be severed without incurring liability and payment of damages.

(4) We cannot concur with Mr. Flatt's statement that the channel changes on Pass Creek are unnecessary. These changes are required and have been coordinated with the Oregon Wildlife Commission and Fish Commission.

(5) We do not agree with Mr. Flatt's argument that the Anlauf Interchange ramp modification he recommends would cure the current problems. This solution was previously investigated by the Highway Division and found to be unfeasible.

(6) Mrs. Holbrook's suggestion for an underpass rather than an overpass to connect the proposed frontage road with Ward Butte Road is not feasible. This type of crossing was investigated prior to the hearing and found to be economically unsound and would result in grade problems.

(7) Mrs. Holbrook's objection to the State's proposal to acquire the 52-acre (21 ha.) Addison holding

rather than building a new access is not well founded. The cost of building a new access road to the existing buildings on this property is greater than the assessed value of the holding.

(8) It would not be economically feasible to adopt Mr. and Mrs. Lawrence's proposal to build a high overpass structure over the freeway, Pass Creek, and the railroad to avoid any encroachment on the Lawrence property while providing access to the Black, Griggs, and Longview Fiber Company holdings. The estimated cost of this structure is $825,000. However, the objection regarding severance of the Lawrence property into two parcels of land has been met by the realignment of the access to the Longview Fiber Company property.

APPENDIX H

PASS CREEK PARK

As listed in the Douglas County Parks Map, the facilities at Pass Creek Park include:

Picnic Units	50
Tent Camping Units	10
Trailer Spaces	30

No Boating
No Biking

Drinking water and good scenic value on an evaluation scale of fair, good, and excellent are also available. Special features are described as a "small man-made lake stocked with warm-water fish for your fishing enjoyment. Information Center. Complete overnight camping facility."

The only user data concerning this facility are presented in the 1973 Park Usage Report compiled by the Douglas County Parks Department. Statistics on Pass Creek Park are limited to numbers of campground visitors for the months of June, July and August. Total visitors were 6,199, of which 18% were from Oregon, 54% from California, 11% from Washington, and 17% were from other areas. The low percentage of Oregonians varies significantly from use patterns in other Douglas County parks and reflects the location of this facility adjacent to I-5.

APPENDIX I

CONVERSION TABLES

English System	Metric System
1 inch	2.540 cm.
1 foot	30.48 cm.
1 foot	0.305 m.
1 yard	0.914 m.
1 mile	1.609 Km.
1 sq.yd.	.8361 sq. m.
1 cubic ft.	0.0283 c.m.
1 cubic yd.	0.7645 c.m.
1 acre	0.4047 hectare (ha.)

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (mep)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

5922/19
Ser mep 0747
19 June 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

The Thirteenth Coast Guard District has reviewed Divide-Anlauf Section Draft Environmental Impact Statement. The Coast Guard has no comments to offer at this time. Thank you for the opportunity to review the statement.

Sincerely,

S. Beckwith

S. S. BECKWITH
Captain, U. S. Coast Guard
Chief, Marine Safety Division
By direction of the District Commander

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

July 26, 1974

ER-74/755

Mr. L. W. Rulien
Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

In response to your memorandum of May 16, 1974, we have reviewed the Draft Environmental Impact Statement for Pacific Highway-Interstate 5, Douglas and Lane Counties, Oregon.

General Comments

The aerial photographs used to augment the narration are helpful; however, they do not adequately provide the graphic representation necessary to fully understand the proposal and its impacts. We would suggest that additional graphics be supplied. Specific graphic tools which would be useful include, but are not limited to, topographic; soils; cultural features, including the park; land use zoning maps, and graphic representations of typical road cross sections. On page 4 a reference is made to public lands; a graphic presentation of the public lands indicating the controlling agency is needed. Maps indicating the various alternatives discussed beginning on page 24 would be of considerable assistance in assessing the alternatives presented.

No major environmental problems relating to water resources are foreseen. Problems relating to stream termperatures, sedimentation and turbidity have been acknowledged. We assume that magnitude of floods has been considered in designing the capacity of new channels and culverts.

Few data on the geology of the area of the proposed highway construction are provided in the statement. However, environmental problems that may result from geologic conditions should be recognizable from pre-construction investigations and should be within the range of standard engineering practice.

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

July 26, 1974

ER-74/755

Mr. L. W. Rulien
Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

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DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (mep)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

5922/19
Ser mep 0747
19 June 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

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Sincerely,

S. Beckwith

S. S. BECKWITH
Captain, U. S. Coast Guard
Chief, Marine Safety Division
By direction of the District Commander

Compliance with the National Environmental Policy Act should be coordinated with the separate responsibilities of the National Historic Preservation Act of 1966 and Executive Order 11593 to ensure that historical and archeological resources are given proper consideration. Briefly, cultural resources should be treated as other aspects of the environment are--i.e., they should be inventoried, their significance evaluated, impacts upon them assessed, and mitigative measures discussed in environmental statements. To satisfy these requirements in the final statement, we have the following suggestions.

The "National Register of Historic Places" and the Oregon State Historic Preservation Officer should be consulted to determine if sites on, or eligible for, the Register will be affected.

You should also consult Mr. David Cole, University of Oregon, Museum of Natural History, Eugene, Oregon 97403, to determine if archeological sites have been recorded for the project area. It is unlikely that the area has been surveyed for archeological sites, and if not, it will be necessary to do so to adequately consider this resource. You may wish to speak with Mr. Cole in this regard also.

We note that the existing Pass Creek Park is located immediately adjacent to the existing Interstate. The impact of the project on the park is not well defined. In order to more fully assess the impacts of the construction on the park, improved graphics and narrations are necessary. We also direct your attention to the findings of the Ninth Circuit U.S. Court of Appeals in Brooks vs. Volpe, et al. In this case it was determined that an actual taking of park lands was not necessary to define a Section 4(F) situation. If park lands are impacted by transportation projects, they are to be considered "used" for the purposes of Section 4(F). The draft environmental impact statement does not provide adequate information about the park and its relationship to the proposed construction to allow us to comment on the need of a Section 4(F) determination. Graphic and narrative descriptions of the park and the proposal in the park vicinity are needed to strengthen your determination that Section 4(F) is not involved in the project proposal. The impacts of the various alternatives on Pass Creek Park, specifically, and recreation opportunities, in general, should be discussed. This discussion might include the secondary impacts, particularly of increased residential use of the area, as access to Cottage Grove and Drain is improved.

Additional narration about other recreational opportunities in the area and the importance of Pass Creek Park in meeting regional or local recreation needs should be provided.

Specific Comments

Page 4, paragraph 1 - The discusssion indicates that access will be provided to Ward Butte Road and public and private lands south of Ward Butte Road. The ownership and uses of these lands should be discussed (graphically or narratively), especially in reference to existing recreational lands or lands with demonstrated recreation potential.

Page 9a, Photograph - The boundaries of Pass Creek Park should be clearly delineated.

Page 13, paragraph 2 - The discussion indicates that a 52-acre, landlocked parcel may be made a part of a scenic easement. This scenic easement is also mentioned on pages 23 and 23a. If a proposal exists for a scenic easement, it should be discussed in some detail and graphically indicated on page 23a.

Page 17, paragraph 1 - The statement that increases in the sound level in the park of 5 dBA will have "no noticeable impact at the park" is conclusionary. Until the uses of the park are more specifically delineated, we are unable to assess the conclusion based on the information which you provided.

Page 17, paragraph 2 - The comment that "In a sence, truck noise decreases with speed because the noise is present for less time at higher speeds" is specious. The duration may be lowered; however, the intensity of noise resulting from tire road contact ordinarily increases with speed.

Page 19, Table 2 - Biological Requirements of Salmonids - In general, the information provided in the table could be useful in analysis of project impact; however, it is not adequately incorporated into the text. As presented, the data are unclear and/or misleading, and the requirements do not pertain to all salmonids. The listed water depths are minimum and should be indicated as such. Optimum streamflows for salmon and steelhead also should be included in the table.

Page 19, paragraphs 1 & 2 - Discussion in these two paragraphs relates primarily to project impact on food production and could be condensed or combined into a single paragraph. The impact of channelization on fish habitat should be considered also. Specific effects of stream alteration which should be included are the resulting increase in water velocity and reduction in suitable stream area for concealment, shade, resting, and rearing.

Page 20, paragraph 2 - The last two sentences should be deleted because the existence of returning anadromous fish in a modified channel does not mean that adverse effects to the fish run did not occur.

Page 21 - Remedial measures which might be taken in the event of excessive deer kills should be listed.

Pages 24-28 - Project Alternatives and Their Impacts - Impacts of the described alternative project proposals on fish and wildlife resources are not considered in this section and should be included.

Page 29, paragraph 1 - In the first sentence, the word temporarily should be deleted. In sentence 2, the word will should be substituted for the word may.

The proposed action requires the installation of several pipes and culverts which, if improperly positioned, can block or impede fish passage. Therefore, we suggest that this aspect of the planned construction be included in the statement. Information concerning proper placement of culverts may be obtained from Fish Migration and Fish Passage, A Practical Guide to Solving Fish Passage Problems, prepared by W. A. Evans, USDA, Forest Service - Region 5; March 1974.

We appreciate the opportunity to comment on this document.

Sincerely yours,

Roy H. Sampsel

Roy H. Sampsel
Special Assistant
to the Secretary

cc:
Council on Environmental Quality (5)
Director, Office of Environmental
Project Review
Director, Bureau of Outdoor Recreation
Director, National Park Service
Director, Fish & Wildlife Service
Director, Geological Survey
Director, Bureau of Land Management
Regional Director, Pacific Northwest
Region, Bureau of Outdoor Recreation
Regional Director, Pacific Northwest
Region, National Park Service
Regional Director, Pacific Northwest
Region, Fish & Wildlife Service
District Chief, WRD, Geological Survey, Oregon
State Director, Bureau of Land Management, Oregon
Division Engineer, Federal Highway Administration,
Salem, Oregon
Regional Administrator, Region Ten, Federal
Highway Administration

cc: August 1, 1974
G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
William Anhorn
Alfred Shirley, Jr.
J. C. McCormick

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: 10EI - M/S 325 June 24, 1974

Mr. L. W. Rulien
Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

We have completed review of your draft environmental impact statement, "Divide-Anlauf Section, Interstate 5."

From our review and discussion with the Oregon State Wildlife Commission regarding the Pass Creek fishery we have concluded that no significant impacts in our jurisdictional areas are likely, provided the State of Oregon water quality standards are not violated.

Thank you for the opportunity to review and comment.

Sincerely,

Hurlon C. Ray
Hurlon C. Ray
Assistant Regional Administrator
for Management

cc: July 1, 1974
G.L. Green, FHWA
E.S. Hunter
R.L. Schroeder
J.H. Versteeg
Gary Potter
H.S. Cox
B.L. Gifford
William Anhorn
Alfred Shirley, Jr.
J.C. McCormick

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
1218 S. W. Washington Street, Portland, Oregon 97205

May 28, 1974

Mr. L. W. Rulien
Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

The draft environmental impact statement for Divide-Anlouf Section, Pacific Highway-Interstate 5 in Douglas and Lane Counties, Oregon has been reviewed.

Seeding grass on disturbed areas could be an additional step taken to minimize unavoidable adverse environmental effects. Erosion and the resulting sediment can be reduced by seeding these areas to adapted grasses immediately after completion of construction or where disturbed areas are to be left exposed over winter. Streambanks should be sloped and seeded to stabilize the banks. These measures could be in addition to the beautification plantings that are discussed in the statement.

We appreciate the opportunity to review and comment on this proposed project.

Sincerely,

James W. Mitchell

James W. Mitchell
State Conservationist

cc:
Kenneth E. Grant, Administrator, SCS, Washington, D.C.
Fred H. Tschirley, Office of the Secretary, USDA, Washington, D. C.

5-31-74

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Gary Potter
H. S. Cox
R. H. Chase
B. L. Gifford
William Anhorn
Alfred Shirley, Jr.
J. C. McCormick

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 28, 1974

Mr. L. W. Rulien
Project Management Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Subject: Divide-Anlauf Section
PNRS #7405 4 610

We have distributed copies of your draft Environmental Impact Statement to the appropriate state agencies for their review and comments in conformance with the guidelines of the Council of Environmental Quality and Office of Management and Budget Circular A-95. In addition, a notification of its availability has been published and distributed to all state agencies and all Councils of Governments inviting their inquiry.

The attached responses suggest points to be considered and included in your final statement.

We invite you to communicate further with the interested agencies if you require clarification or assistance. Please forward copies of correspondence to the Clearinghouse using the file number we have assigned as reference.

We will expect to receive 9 copies of the final statement for review and comment as required by CEQ guidelines.

July 3, 1974

Sincerely,

Harold F. Brauner
Assistant to the Governor
Natural Resources

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
~~Gary~~ Potter
H. S. Cox
R. N. Chase
B. L. Gifford
William Anhorn
Alfred Shirley, Jr.
J. C. McCormick

HFB:Rt
Enc.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DIVIDE-ANLAUF SECTION

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

DRAFT EIS
BULL CR. & PASS CR.

LOCAL GOVERNMENT RELATIONS DIVISION
MAY 29 1974

PNRS STATE REVIEW

Project #: 7405 4 610 Return Date: JUN 24 1974

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

(X) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

SEE COMMENT BELOW

( ) No comment.

REMARKS

[redacted]

A MAP SHOWING AREAS OF CREEK RECHANNELIZATION AND NEW CULVERTS WOULD BE HELPFUL

FACU

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway, we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office.

Thank you for the opportunity to comment on this project.

Agency Lands By Earle A. Johnson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIVISION
JUN 25 1974

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7405 4 610 Return Date: JUN 24 1974

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - -

REMARKS

The EIS draft adequately describes the fishery conflicts to the best of our knowledge.

Several discussions with OWC and OSHD personnel indicate that the fishery problem resulting from the proposed construction will be resolved to the satisfaction of our agency.

Agency Fish By Bert Carnegie

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT

1175 COURT STREET N.E. • SALEM, OREGON • 97310 • Phone 378-4926

TOM McCALL
GOVERNOR

ARNOLD COGAN
Director

LAND CONSERVATION AND DEVELOPMENT COMMISSION

L. B. DAY
Chairman

STEVEN SCHELL
Vice Chairman

DOROTHY ANDERSON
ALBERT BULLIER, JR.
RICHARD GERVAIS
DR. PAUL RUDY
JAMES SMART

June 19, 1974

Federal Aid Coordination
Mrs. Sally Reagan
Coordinator
Local Government Relations Division
240 Cottage Street, S. E.
Salem, Oregon 97310

Dear Mrs. Reagan:

I wish to thank the Oregon State Highway Division for allowing me to review and comment on their Draft Environmental Impact Statement for the Divide-Anlauf Section on the Pacific Highway Interstate 5.

After reviewing the Draft, I would like to raise two questions.

1. Has the already commercially developed interchange at Curtin been considered? This would avoid creating unnecessary new commercial opportunities, while strengthening the existing traveller commercial zone at Curtin.
2. Has a benefit-cost analysis been made of the alternates? If not, one should be done.

Again, I wish to thank the State Highway Division for the opportunity to review their impact statement.

Very truly yours,

Arnold Cogan
Director

AC:lcm

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

GOVERNMENT RELATIONS DIVISION
JUN 1 8 1974

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7405 4 610 Return Date: JUN 2[illegible] 1974

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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DRAFT STATEMENT

( ) This project does not have significant environmental impact.

(X) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

The Oregon Traffic Safety Commission is impressed with the fact that the Environmental Impact Statement lists the road kill of people as well as the road kill of deer. While less comment is made on the death rate for people, the statement that "the fatality rate is approximately twice the statewide average" is significant. Hopefully, no innocent motorist died in this stretch because of the one-year delay in the project caused by the requirement for an Environmental Impact Statement.

Agency: Traffic Safety Commission By: Gil W. Bellamy

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

JUN 2 0 1974 RELATIONS DIV

PNRS STATE REVIEW

Project #: 7405 4 610 Return Date: JUN 24 1974

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - -

REMARKS

The proposed road near Comstock might intersect a coal bed. I suggest that the Highway engineers notify our Department in the event any such coal beds are exposed during the construction phase. Some of the sedimentary rocks in the Comstock area are susceptible to slope instability. Attention should be given to such an area in order to keep roadcut heights at a minimum.

Agency Geology By R. E. Corcoran

OREGON PROJECT NOTIFICATION AND R

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

JUN 6 1974
LOCAL GOVERNMENT RELAT

the

PNRS STATE REVIEW

Project #: 7405 4 610 Return Date: JUN 24 1974

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DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

There are several water rights which show diversion of waters from Pass Creek between Anlauf and Divide. The impact of your proposed action on these rights should be considered.

For your information we have tabulated the following permits within your proposed action area.

29704	29231
17168	30625
R-1659	R-4612
23110	35502
27975	Application 50889

Agency Engineer By Darrell L. Lean

WATER RESOURCES BOARD

The natural beauty and setting of this area should be maintained to ensure the "park like" impression and aesthetic values are protected. Minimum impact upon the surrounding area during construction should be required. Through traffic and freeway standards are necessary, however, frontage roads and access shouldn't deteriorate the corridor setting.

DATE: May 31, 1974

TO:
L. W. Rulien
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

FROM:
Lane Council of Governments
135 Sixth Avenue East
Eugene, Oregon 97401

By: Bill Guenzler

Transportation Planning Coordinator
Title

SUBJECT: Divide-Anlauf Interstate 5 Environmental Impact Statement

We have reviewed the subject proposal for its relationship to existing or proposed plans or programs of this agency and comment as follows:

(x) ~~It has no significant effect and~~ we have no comment.

( ) It has no adverse effect and we approve.

( ) It has adverse effects and we disapprove.

( ) We are interested but require more information.

( ) Additional comments for project improvement.

COMMENTS

cc: June 5, 1974
G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
William Anhorn
Alfred Shirley, Jr.
J. C. McCormick

cc-Sally Reagan, LGRD, Salem

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. R. KLABOE
Administrator of Highways

May 16, 1974

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 6th Ave. East
Eugene, OR 97401

Umpqua Regional Council of
Governments
Douglas County Courthouse
Roseburg, OR 97470

FROM L. W. Rulien
Project Management Engineer

SUBJECT Draft Environmental Statement
District Nos. 5 & 6
Federal Aid Interstate
Divide-Anlauf Section
Pacific Highway-Interstate 5
Douglas and Lane Counties

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 30-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that you have no comments.

If you need additional information on this project, please contact Mr. Gary Potter, Environmental Section, State Highway Division, Salem, Oregon 97310. Phone 378-8486.

Attachments

BLG:pr

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Gary Potter
H. S. Cox
R. N. Chase
B. L. Gifford
William Anhorn
Alfred Shirley, Jr.
J. C. McCormick

1979 Martin Cr.-Anlauf Intchg. 9037
Sec. of Pacific Hwy. (Grade,
pave, struc, sign & illum.) #2

RR919 3-14-78
RR 931 6-5-78

C&Q-6355 6-26-78

9037

1-5

Salem, Oregon
October 13, 1977

J. E. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Engineer
BUILDING

49800 - S. P. Trans. Co.
Martin Cr. - Comstock Sect.
~~Pacific Highway~~
Lane & Douglas Counties

Attached is a 15 Parcel description and an authorization covering easements to be acquired from the Southern Pacific Transportation Company for the subject project.

Prints of Encroachment Maps 9B-15-18 & 9B-15-24 will be furnished to Mr. Chidsey by Carl Wittmeyer.

By:

Floyd O. Scott
R/W Desc. Engineer

FOS

Attach.

9037

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 11, 1977

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Administration Engineer
Structural Design Section

TO:
Mr. L. E. George
Traffic Engineer

SUBJECT:
Comstock-Anlauf Intch. Sec.
Pacific Highway
Douglas County
Proposed Illumination

The subject project to be let in 1978 will relocate the existing Anlauf Interchange. Partial interchange illumination is currently installed at this interchange.

The design of this interchange is eliminating the current left-hand OFF and ON ramps as well as the northbound to westbound 180 degree left OFF ramp (100 ADT). The alignment of the roadways is changing substantially as well as the interchange being relocated.

Please advise as to need for permanent partial illumination at this location, based on our current highway illumination policy.

Temporary illumination has been requested during construction by Region.

RWE:dh

cc Alfred Shirley
J. H. Versteeg

REFERRED TO
Board
Cole
Erikson
Hager
Dorn
Sample
✓ Watson AEM
Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen
George
3 Olsen
Turpin
Sullivan
Scott
Savage

RECEIVED
OCT 12 1977
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 11, 1977

Norman E Mann

FROM: Norman E. Mann
Senior Designer

TO: MEMORANDUM TO THE FILES

SUBJECT: Status Report
Comstock-Anlauf Interchange
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

The plan sheets are nearly complete. The development and reclamation plan for the stockpile and plant set-up site has been received and has been given to the drafting section. The title sheet is waiting to be drafted. There is some information lacking regarding the bridges and the reinforced concrete box culverts - this will be obtained upon completion of the bridge plans. All the plan sheets need to be reviewed for errors, omissions and clarity.

The SPRR requested that the Bear Creek county road crossing be shifted to the north to give better sight distance to the crossing as it is approached from the west. This was done in the field. The revised PUC map has been given to Jim Chidsey. The plan sheet is being revised accordingly.

The Region office indicates that they will have finalized the lease for the stockpile and plant set-up site by October 15, 1977. It will then take an additional 45 to 90 days to clear with the Douglas County Planning Commission.

The justification to change the Rattlesnake Quarry from a mandatory source to a prospective source was received by the Environmental Section on approximately October 6, 1977.

Jack Ayres, Region Utility Engineer, is working on a power pole relocation. This pole is an obstacle to the use of the proposed haul road.

The Structures Section has preliminary designs for the Anlauf Undercrossing, the Buck Creek Road Overcrossing, the Pass Creek Bridge and the Southern Pacific Railroad Overcrossing. The preliminary design for the SPRR has been submitted to the FHWA and to the railroad. The Structures Section is waiting to see what corrections will need to be made to the SPRR Overcrossing structure plans before they make a submittal for a PUC map. There has been no work done on the design of the two 12' x 8' reinforced concrete box culverts - these details will not take much time to do.

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OCT 11 '77
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

A decision is pending to change from asphaltic concrete to portland cement concrete pavement. If there is a change, there will need to be some changes in the typical sections, plans and stage construction plans to reflect this.

The temporary protection and direction of traffic plans are less than 5% complete. The permanent signing sheets are about 30% complete.

Portions of the plans which relate to channel changes and stream quality have been sent to Jim Lauman of the Fish and Wildlife Commission to review and return with his suggestions and comments.

On August 11, 1977, application was made to the Corps of Engineers for a Section 404 Permit. It will take approximately six weeks to process. It has been determined that for the safety of the traveling public the Anlauf Interchange should have temporary illumination during construction. The Structures Section has been requested to prepare plans for this.

The estimated time for the right-of-way to be cleared on this project is April of 1978.

Combining of this section with the Martin Creek-Comstock Section for one contract is still to be done.

NEM:jh
cc: E. S. Hunter
W. J. Hart
J. B. Boyd
Alfred Shirley
Frank Terpin

9037 1-5

Salem, Oregon
October 10, 1977

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

R. W. Ellison
Administration Engineer

Comstock-Anlauf Interchange Section
Pacific Highway
Douglas County

Temporary Illumination

It has been determined that for the safety of the traveling public that temporary illumination be provided through the Anlauf Interchange during construction. Would you prepare the necessary plans to be included in the contract plans on this project. It is planned to place this project under contract early in 1978.

NM:jh
cc: Alfred Shirley
L. E. George
Gordon Ballard
Lyle Watson

RECEIVED
OCT 11 1977
ENGINEERING SECTION

✓ Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout
Do Not File ☐
Return To
Bring Up / /
Action

Form FHWA 121 (Rev. 5-73) 9037

1

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 7, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon I-5-3(-) Bridge 163B
A & B Line SPRR O'xing
Martin Creek-Comstock Section

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Technical Services Branch
Oregon Department of Transportation

NOTED
E. S. HUNTER

We have reviewed Mr. Hunter's September 2 submittal on the above project and approve the structure plans submited to verification of the foundation report. This approval is predicated on the fact that an "off tract" maintenance road is necessary as shown on Drawing 22377.

The wide skewed end of the structure might present thermal problems and perhaps a deck joint or some positive deck separation should be studied for part of the structure length.

for G. L. Green

CC:
OSHD (Backstrand)

Hart
Cy Machining
10-13-77

RECEIVED
TECHNICAL SERVICES
OCT 11 '77
REFER TO
FOR
Info Rev. [illegible] D.R. [illegible] Act.

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 6, 1977

Mr. J. E. Schroeder
State Forester
Forestry Department
2600 State Street
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Mr. Schroeder:

As you may recall in 1975 we had correspondence relating to the preservation of the national champion Pacific Serviceberry tree. Our plans for the highway improvement in this area have advanced to where we can show you how we plan to preserve this tree.

We plan to construct a 6' high chain link fence around the tree. The fence enclosure will be 30' square with the tree in the center. There will be a 6' gate in the fence. The backslope of our roadway excavation will be controlled so the excavation will stop 18' from the trunk of the tree.

We would be pleased to have you review this plan and offer your recommendations or approval. We share your concern for the preservation of this tree and appreciate your assistance.

Very truly yours,

J H Versteeg

J. H. Versteeg
Head of Engineering

DLT:jh
cc: E. S. Hunter
Gary Potter
C. T. Keasey
Alfred Shirley

RECEIVED
TECHNICAL SERVICES

OCT 7'77

REFER TO

FOR

Info	Invest	R/D	J/R	Sign	Act	File

NOTED
J. H. VERSTEEG

Form 81-734-3122

9037

1-5

October 5, 1977

Mr. James Lauman
Environmental Management Section
Department of Fish and Wildlife
506 S.W. Mill Street
Portland, OR 97402

Dear Mr. Lauman:

Re: Comstock-Anlauf Interchange
Pacific Highway
Douglas County

We are transmitting to you prints of the Comstock-Anlauf Interchange Section. These prints show two proposed channel changes of Pass Creek and the two 12' x 8' reinforced concrete box culverts in Buck Creek. Note on Sheet 2C we have sought to follow your suggestion of varying the width of the Creek and deepening the channel on the inside of channel curves. Also enclosed is a planting plan along these channels changes which you requested. Attached also are some preliminary erosion control details which we propose to use to mitigate stream siltation from surface water run-off during construction.

Would you at your earliest convenience, review these plans and details and return them with your suggestions and comments.

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

DOC:az
cc: Alfred Shirley
Don Trout
Lyle Watson

RECEIVED
OCT 0 5 1977
ENGINEERING SECTION

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

Trout
Do Not File ☐
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Bring Up / /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 16, 1977

FROM: J. H. Versteeg
Head of Engineering

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Surfacing Alternates
Martin Creek-Comstock Section
Pacific Highway, I-5
Douglas County

The approved base design for this 5.2 mile I-5 project is for 19" asphaltic concrete with 6" of lime treated subgrade. The estimated cost of Alternate No. 1 is $1,077,000 per mile and $5,600,000 for the 5.2 mile section. Alternate No. 2A, chosen for comparison, has 11" of unreinforced concrete with 6" of lime treated subgrade and a 2" asphaltic concrete leveling course. The estimated cost of Alternate No. 2A is $971,000 per mile and $5,049,000 for the 5.2 mile section. Alternate No. 3A is a 9" continuously reinforced concrete pavement with 7" of plant mix bituminous base. The cost of Alternate No. 3A is $1,082,000 per mile and $5,626,000 for the 5.2 mile section.

It is expected that the life cycle costs of the three alternates would not vary appreciably. The cost of a 2" overlay to be applied in 10 to 15 years on Alternate No. 1 is included in the estimate. The present worth and inflation factors for this future overlay have not been included in this estimate.

Stage construction and the handling of traffic during the construction of the PCC pavement for Alternates Nos. 2A and 3A would require additional surfacing. These additional costs are estimated at $160,000 per mile or $832,000 for the 5.2 mile section.

Alternate No. 1 requires considerable more asphalt concrete and crushed aggregates than the other two and more lime than Alternate No. 3A but no cement.

Alternate No. 2A uses less asphalt cement and less aggregate than Alternates Nos. 1 and 3A, some more portland cement than Alternate No. 3A and a lot more cement than Alternate No. 1.

Alternate No. 3A does not require lime but does require a substantial amount of steel, less cement than Alternate No. 2A but considerable more cement than Alternate No. 1.

The aggregate for the asphalt paving and the coarse aggregate for the concrete could come from Rattlesnake Quarry. The concrete sand - 3,500 tons in Alternate No. 2A and 2,800 tons in Alternate No. 3A - would be imported from the Eugene area.

9-29-77

Bil
use concrete if you
can work out the traffic

~~[illegible]~~?

On a cost comparison basis there is very little difference between these three surfacing alternates for this section of I-5. There is some salvage value or credit in the existing pavement that would reduce the cost of the asphaltic concrete alternate. It is difficult to identify these savings and they have not been taken into account in our estimates.

Traffic handling with either of the PCC alternates would be much more difficult than with the asphaltic concrete. The designers advise me that we could not maintain four lanes of traffic at all times with the PCC alternate. I believe that we can stage construct with four restricted lanes if we take the time to work out the details. The PCC alternate does present more of a hazard to the public because of the thickness of the slab, the longer curing times and the delays due to the logistics of gearing up for the concrete paving operation.

I would like to offer Alternate No. 1 with 19" of asphaltic concrete and Alternate No. 3A with 9" of CRC pavement as surfacing options on this project. By offering options nos. 1 and 3A we should get the best possible price for surfacing this section of I-5.

My personal preference is for the 11" plain concrete alternate but serviceability and maintenance costs are not so well known or predictable. For this reason I would hesitate to recommend the 11" plain concrete pavement.

JHV:jh

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TECHNICAL SERVICES
SEP 16 '77
REFER TO
FOR
Info Invest R/D D/R Sign Ans File

Martin Creek-Comstock Section
Pacific Highway
Lane & Douglas Counties
Length 5.2 Miles)

ALTERNATE SURFACING ESTIMATES

Estimate No.	Base Design	Cost/Mile
1	19" Asphaltic Concrete with 6" L.T.S. (Includes 2" Future Overlay @ $100,000/mi)	$ 1,077,000
2A	11" Non-Reinf. P.C.C. with 6" L.T.S.	811,000
	(Stage Paving 40' x 6")	160,000
		$ 971,000
3A	9" Cont. Reinf. P.C.C. with 7" PMBB	922,000
	(Stage Paving 40' x 6")	160,000
		$ 1,082,000

COMPARISON

1	5.2 Miles (19" Asphaltic Concrete)	$ 5,600,400
2A	5.2 Miles (11" Plain Concrete)	$ 5,049,200
3A	5.2 Miles (9" CRCP)	$ 5,626,400

Form 81-734-5049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Martin Cr. - Comstock
Pacific Hwy.

9-15-77
Getis

Est. #1

Asphalt Cement	3,617	Ton per mile
Aggregate	56,880	" " "
Lime	690	" " "

Est. # 2A

Asphalt Cement	760	Ton per mile
Aggregate PCC - 13,714 AC - 12,171 }	25,885	" " "
Lime	690	" " "
Portland Cement	51,814	Sacks per mile

Est. # 3A

Asphalt Cement	1,680	Ton per mile
Aggregate PCC - 11,180 AC - 28,047 }	39,227	" " "
Portland Cement	42,240	Sacks per mile
Reinforcing Steel	545,000	Lbs. per mile

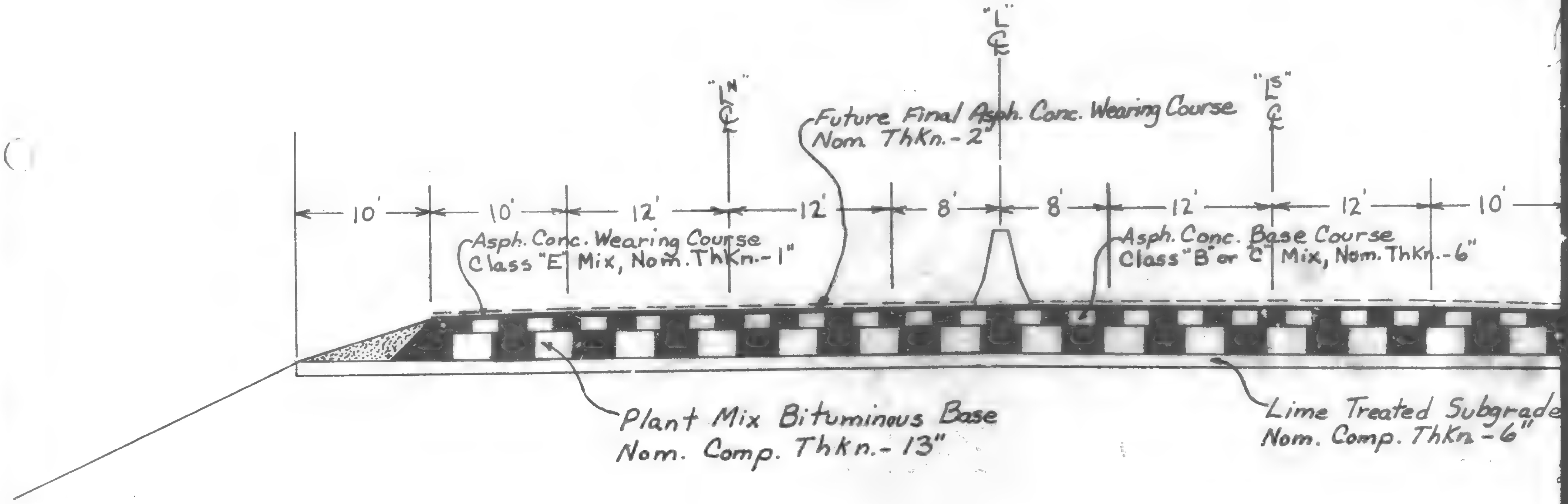
Est # 4

6" Lime Treated Subgrade = # 52,137.00 Per Mile

6" Asph. Conc. = # 158,592.00 Per Mile

Estimate #1
Asphaltic Concrete
Surfacing Cost Per Mile = $1,076,695.00 (Includes 20%
2" Future over

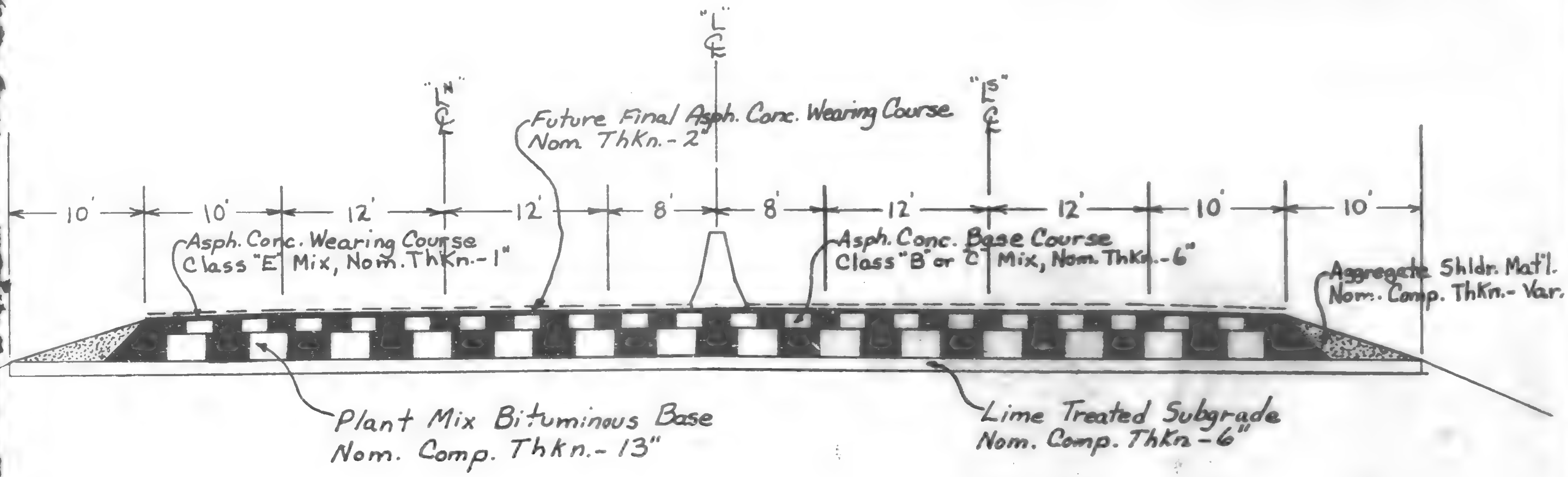
Martin
Pacific


"L"
℄
"LN"
℄
"LS"
℄
Future Final Asph. Conc. Wearing Course
Nom. Thkn.-2"
10'
10'
12'
12'
8'
8'
12'
12'
10'
Asph. Conc. Wearing Course
Class "E" Mix, Nom. Thkn.-1"
Asph. Conc. Base Course
Class "B" or "C" Mix, Nom. Thkn.-6"
Plant Mix Bituminous Base
Nom. Comp. Thkn.-13"
Lime Treated Subgrade
Nom. Comp. Thkn.-6"

Estimate #1
Asphaltic Concrete

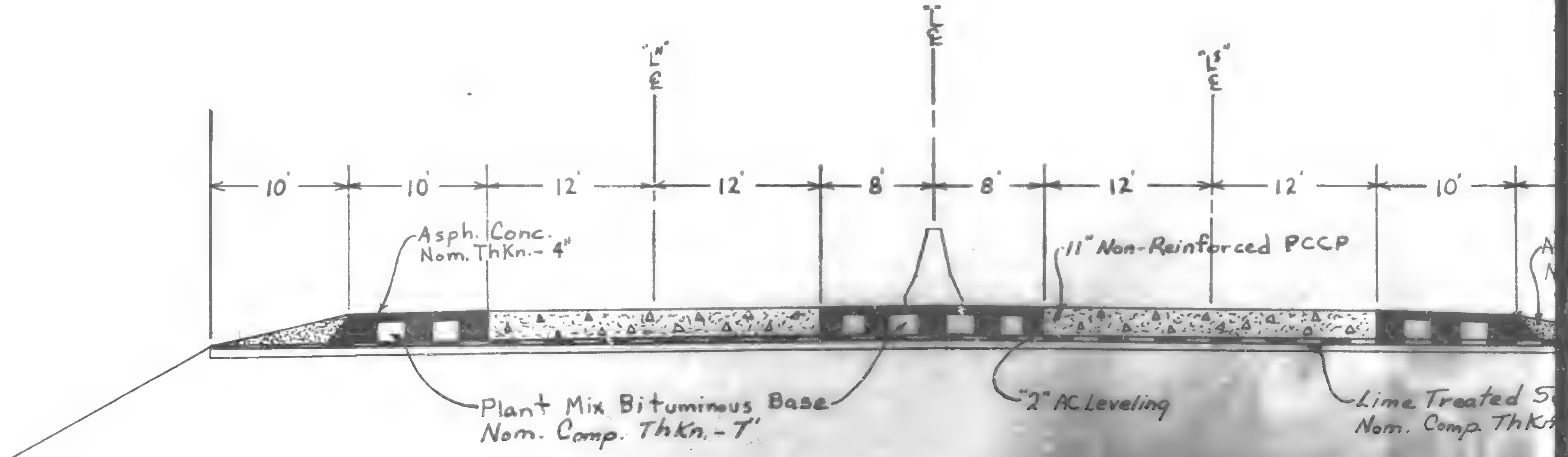
Martin Cr.- Comstock
Pacific Hwy. (5.2 Miles)

Surfacing Cost Per Mile = $1,076,695.00 (Includes 20% E&C & 2" Future overlay)


"L"
℄
"L^N"
℄
"L^S"
℄
10'
10'
12'
12'
8'
8'
12'
12'
10'
10'
Future Final Asph. Conc. Wearing Course
Nom. ThKn. - 2"
Asph. Conc. Wearing Course
Class "E" Mix, Nom. ThKn. - 1"
Asph. Conc. Base Course
Class "B" or "C" Mix, Nom. ThKn. - 6"
Aggregate Shldr. Mat'l.
Nom. Comp. ThKn. - Var.
Plant Mix Bituminous Base
Nom. Comp. Thkn. - 13"
Lime Treated Subgrade
Nom. Comp. Thkn - 6"

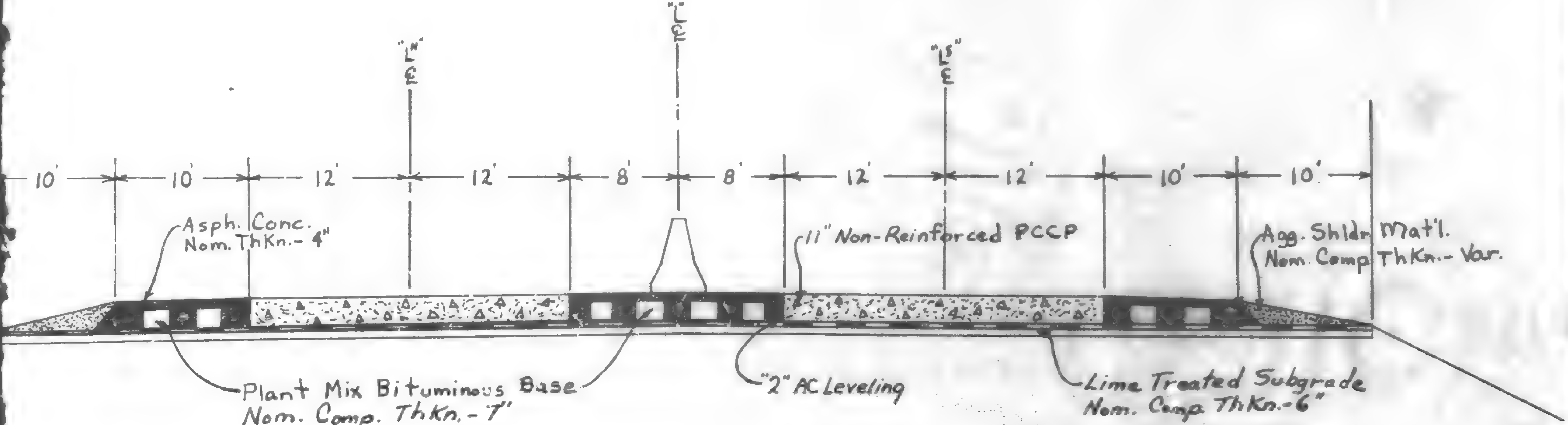
Estimate #2A
11" Non-Reinforced PCCP
Surfacing Cost Per Mile = $ 710,433.00
"2" AC Level 100.000
810,433.00

Martin Cr
Pacific
(Includes 2


"L^N" ℄
"L" ℄
"L^S" ℄
10'
10'
12'
12'
8'
8'
12'
12'
10'
Asph. Conc. Nom. ThKn. - 4"
11" Non-Reinforced PCCP
Plant Mix Bituminous Base Nom. Comp. ThKn. - 7"
"2" AC Leveling
Lime Treated S
Nom. Comp. ThK

Estimate # 2A
11" Non-Reinforced PCCP
Surfacing Cost Per Mile = $ 710,433.00 (Includes 20% E&C)
"2" AC Level 100.000
810,433.00

Martin Cr. - Comstock
Pacific Hwy. (5.2 Miles)



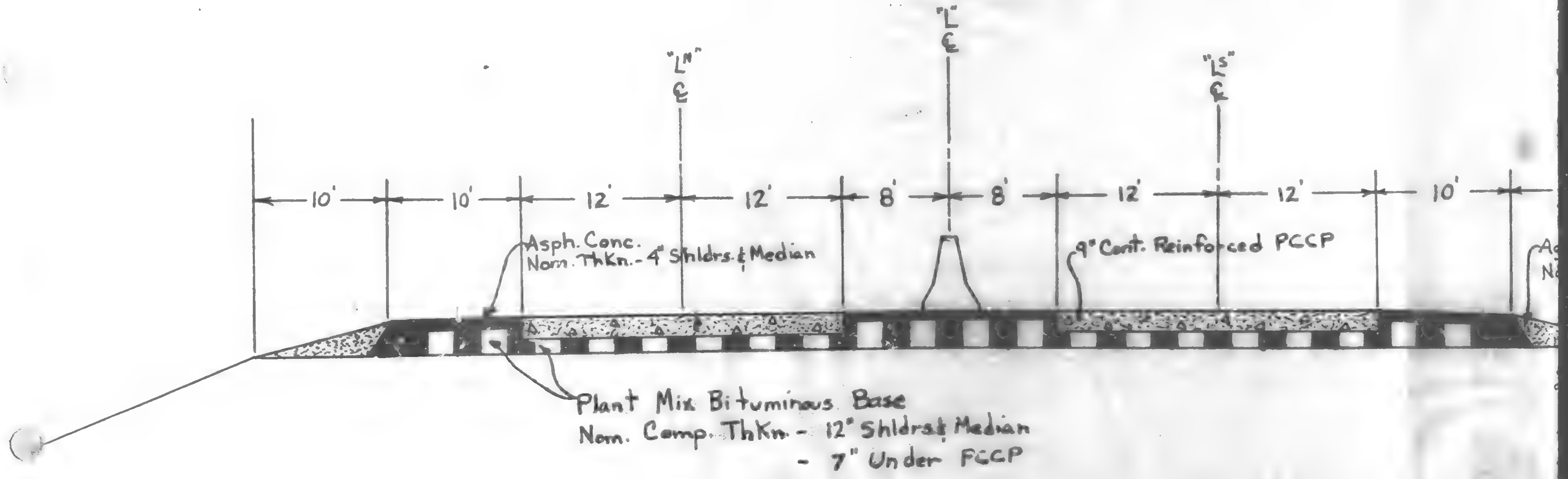
10'
10'
12'
12'
8'
8'
12'
12'
10'
10'
"L" ℄
"L" ℄
"L" ℄
Asph. Conc. Nom. ThKn. - 4"
11" Non-Reinforced PCCP
Agg. Shldr Mat'l. Nom. Comp ThKn. - Var.
Plant Mix Bituminous Base Nom. Comp. ThKn. - 7"
"2" AC Leveling
Lime Treated Subgrade Nom. Comp. ThKn. - 6"

Martin Cr
Pacific H

Estimate #3A

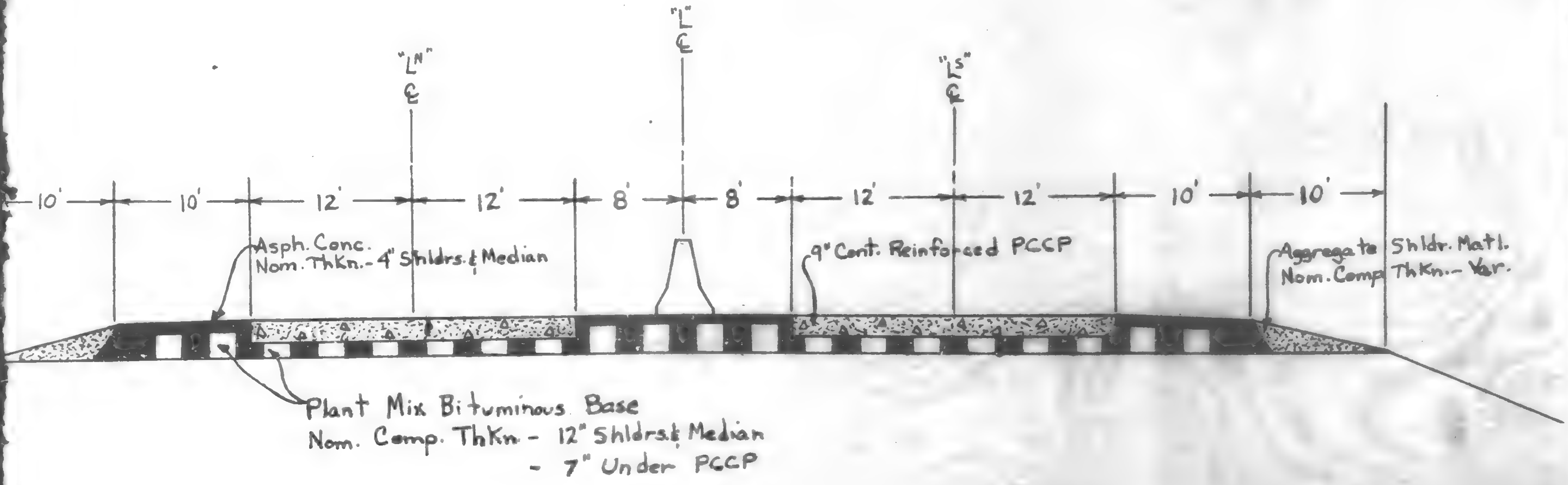
9" Cont. Reinforced P.C.C.

Surfacing Cost Per Mile = $922,065.00 (Includes


"L^N" ℄
"L" ℄
"L^S" ℄
10'
10'
12'
12'
8'
8'
12'
12'
10'
Asph. Conc.
Nom. Thkn. - 4" Shldrs. & Median
9" Cont. Reinforced PCCP
Plant Mix Bituminous Base
Nom. Comp. Thkn. - 12" Shldrs & Median
- 7" Under PCCP

Martin Cr.- Comstock
Pacific Hwy. (5.2 Miles)

Estimate #3A
9" Cont. Reinforced P.C.C.
Surfacing Cost Per Mile = $922,065.00 (Includes 20% E&C)


"L^N" ℄
"L" ℄
"L^S" ℄
10'
10'
12'
12'
8'
8'
12'
12'
10'
10'
Asph. Conc. Nom. Thkn. - 4" Shldrs. & Median
9" Cont. Reinforced PCCP
Aggregate Shldr. Matl. Nom. Comp. Thkn. - Var.
Plant Mix Bituminous Base Nom. Comp. Thkn. - 12" Shldrs. & Median - 7" Under PCCP

9037 1-5

STATE OF OREGON

INTEROFFICE MEMO

DATE: September 28, 1977

TO: D. O. Christensen
Final Design Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sign Study Plans
Divide-Comstock Section
Pacific Highway
Lane & Douglas Counties

Attached are two prints of the approved sign study plans for contract permanent signing on the above named section.

L. E. George
L. E. George
Traffic Engineer Supervisor

ELS:rw

cc: F. T. Lacey
Alfred Shirley, Jr.

I Versteeg
Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 29 1977
ENGINEERING SECTION

Trout
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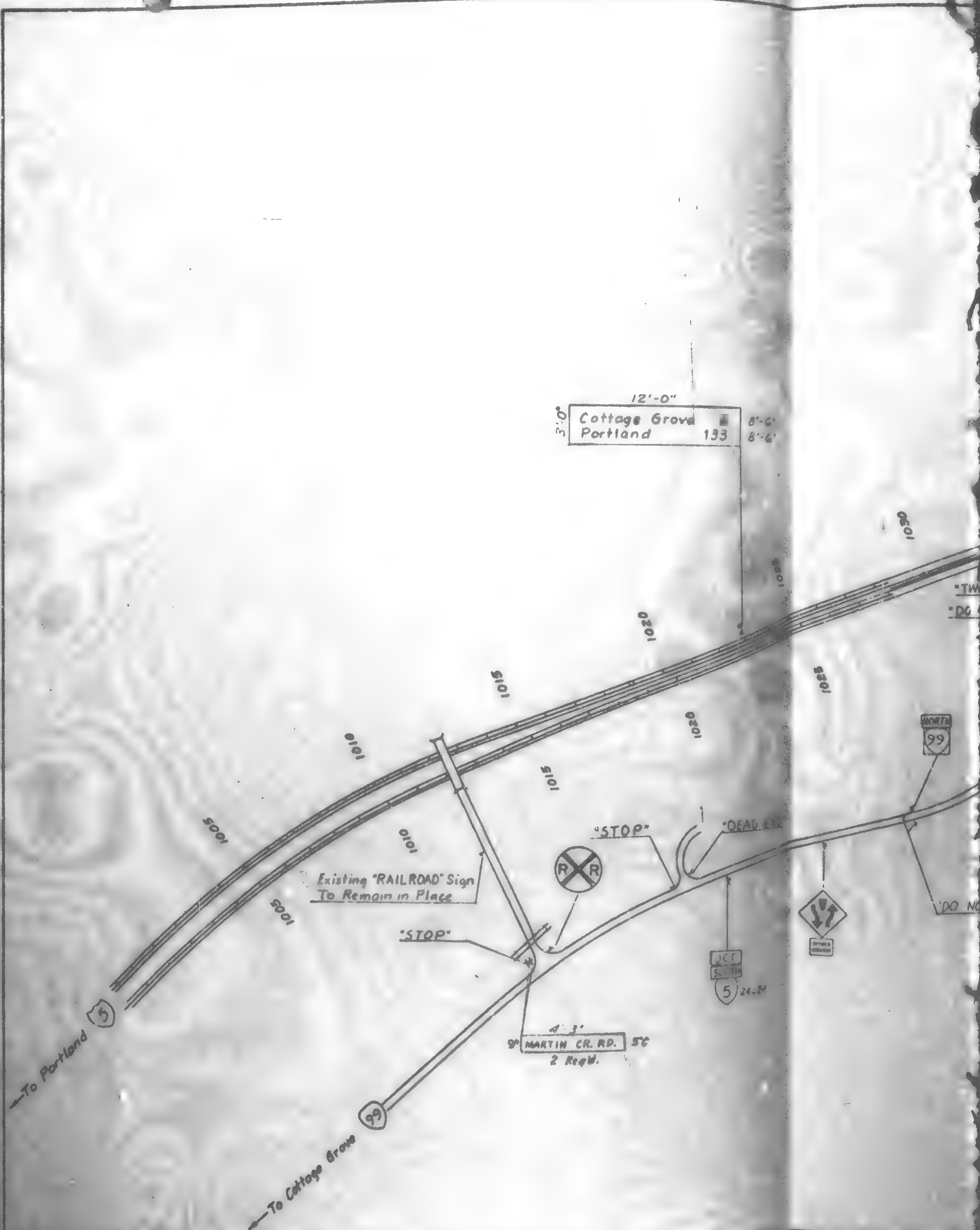
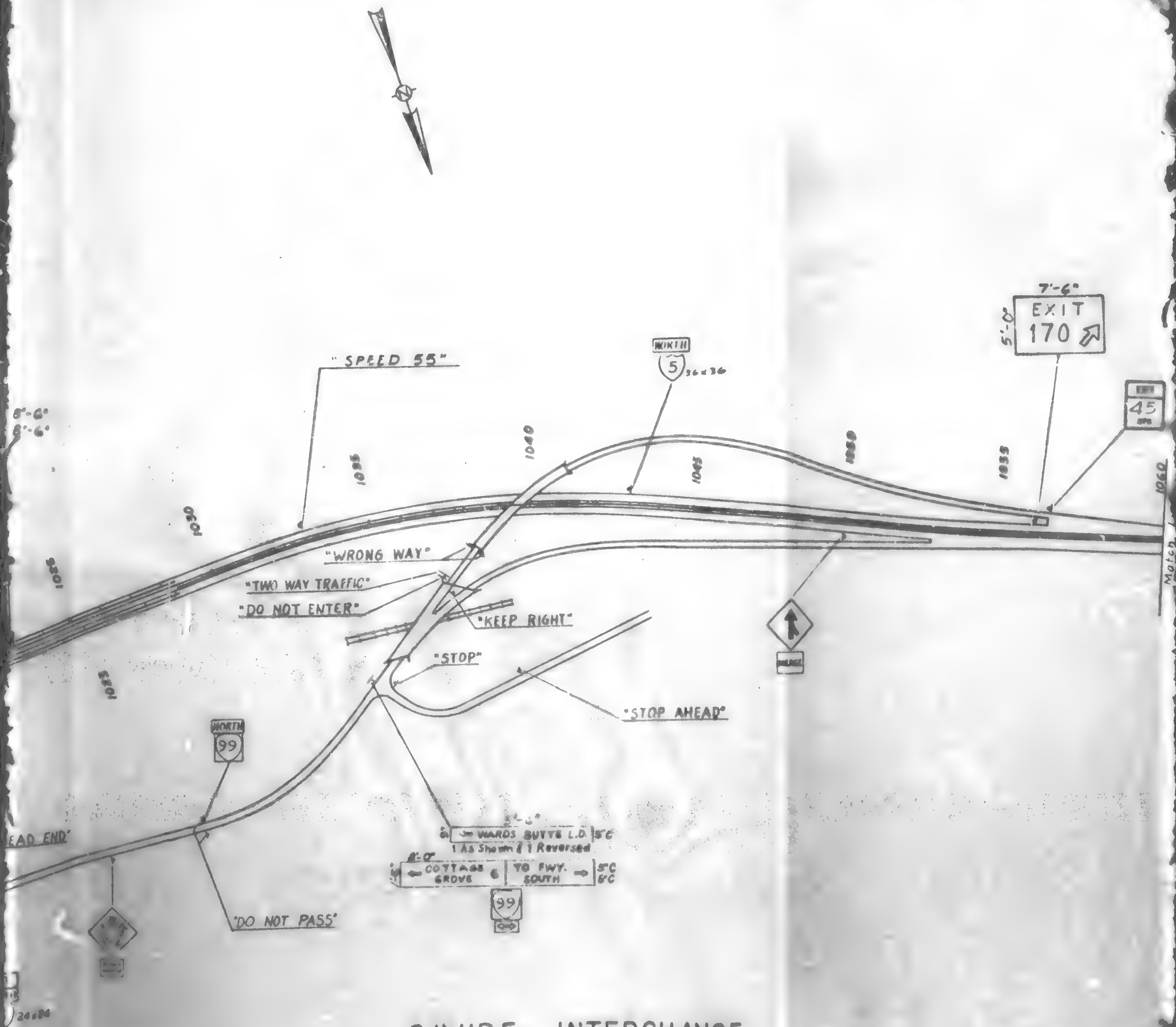
Bring Up / /
Action

REFERRED TO
L Bessel ~~[illegible]~~ Dahl [illegible]
Cole Semple
[illegible] Walter
[illegible] [illegible]
Return Discuss Do File Copy [illegible]
BY FINAL DESIGN [illegible]
one plan retained by Benel

125.1387


12'-0"
3'-0"
Cottage Grove
Portland 133
8'-6'
8'-6'
1020
1015
1010
1005
1025
1020
1015
1010
1005
1025
"TW
"DO
NORTH
99
"STOP"
"DEAD END"
Existing "RAILROAD" Sign To Remain in Place
"STOP"
R R
JCT
SOUTH
5
24:84
'DO NO
4'-3'
9"
MARTIN CR. RD.
5"C
2 Req'd.
5
To Portland
99
To Cottage Grove

Sheet 1 of 2


8'-6"
8'-6"
1025
1030
1035
1040
1045
1050
1055
1060
Match
"SPEED 55"
NORTH
5
36x36
7'-6"
5'-0"
EXIT
170
EXIT
45
MPH
"WRONG WAY"
"TWO WAY TRAFFIC"
"DO NOT ENTER"
"KEEP RIGHT"
"STOP"
"STOP AHEAD"
MERGE
1023
NORTH
99
EAD END"
"DO NOT PASS"
24x84
6'-6"
WARDS BUTTE L.D.
5"C
1 As Shown & 1 Reversed
8'-0"
COTTAGE GROVE
6
TO FWY. SOUTH
5"C
5"C
99

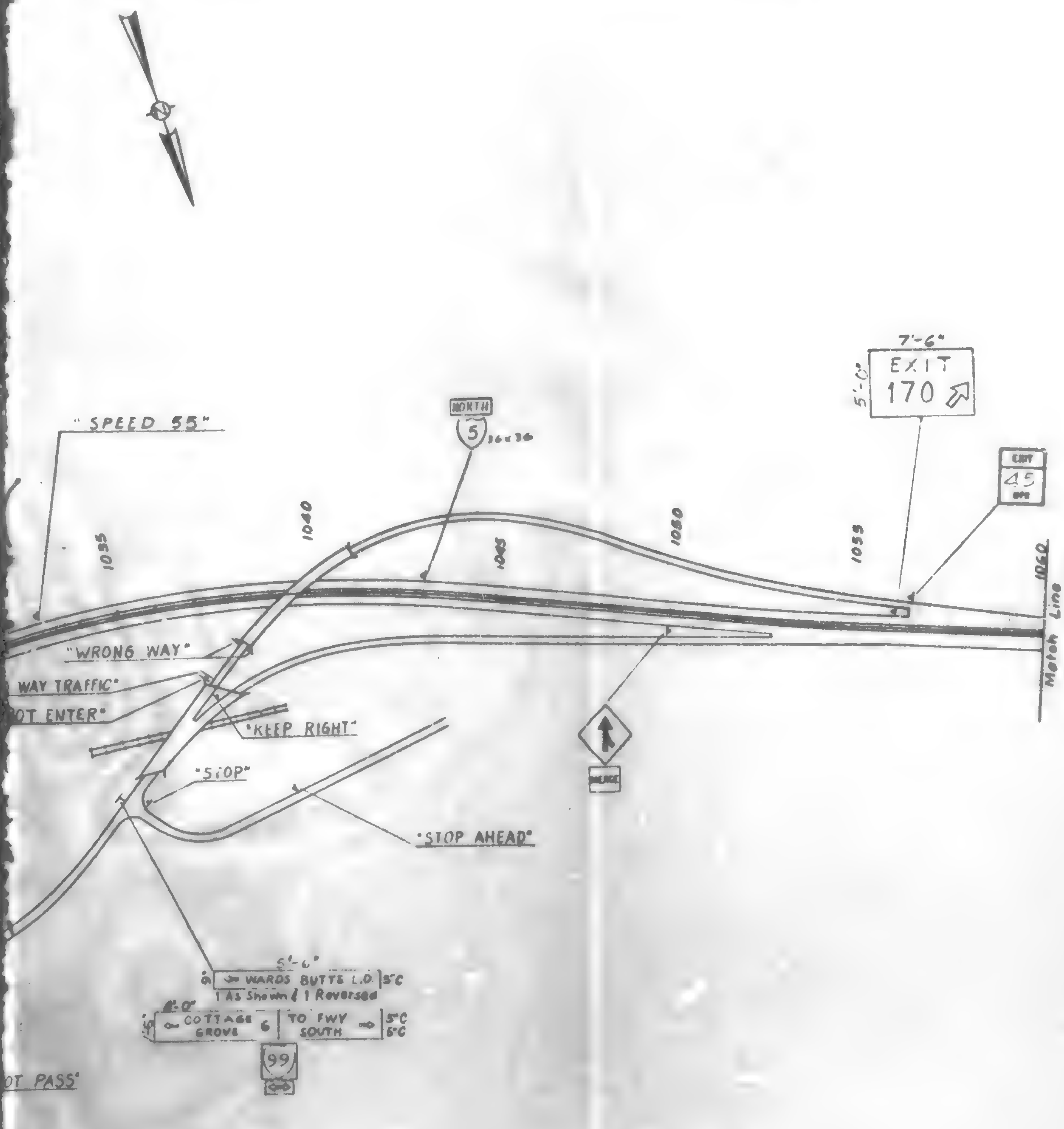
DIVIDE INTERCHANGE

SIGNING PROJECT

DIVIDE ~ COMSTOCK SECT		
PACIFIC HWY. (I-5) - DOUGLAS & LAN		
Action	Date	
Submitted	5-23-77	
Approved	8-23-77	J. J. Lowry
"	9/20/77	
"		
Approved	10/12/77	D K

Al Driver
LANE
9 12 77

Sheet 1 of 2



"SPEED 55"
NORTH
5
36x36
7'-6"
5'-0"
EXIT
170
EXIT
45
MPH
1035
1040
1045
1050
1055
1060
Match Line
"WRONG WAY"
WAY TRAFFIC"
OT ENTER"
"KEEP RIGHT"
"STOP"
"STOP AHEAD"
MERGE
5'-6"
WARDS BUTTE L.O.
5"C
1 As Shown & 1 Reversed
8'-0"
COTTAGE GROVE 6
TO FWY SOUTH
5"C
5"C
99
OT PASS"

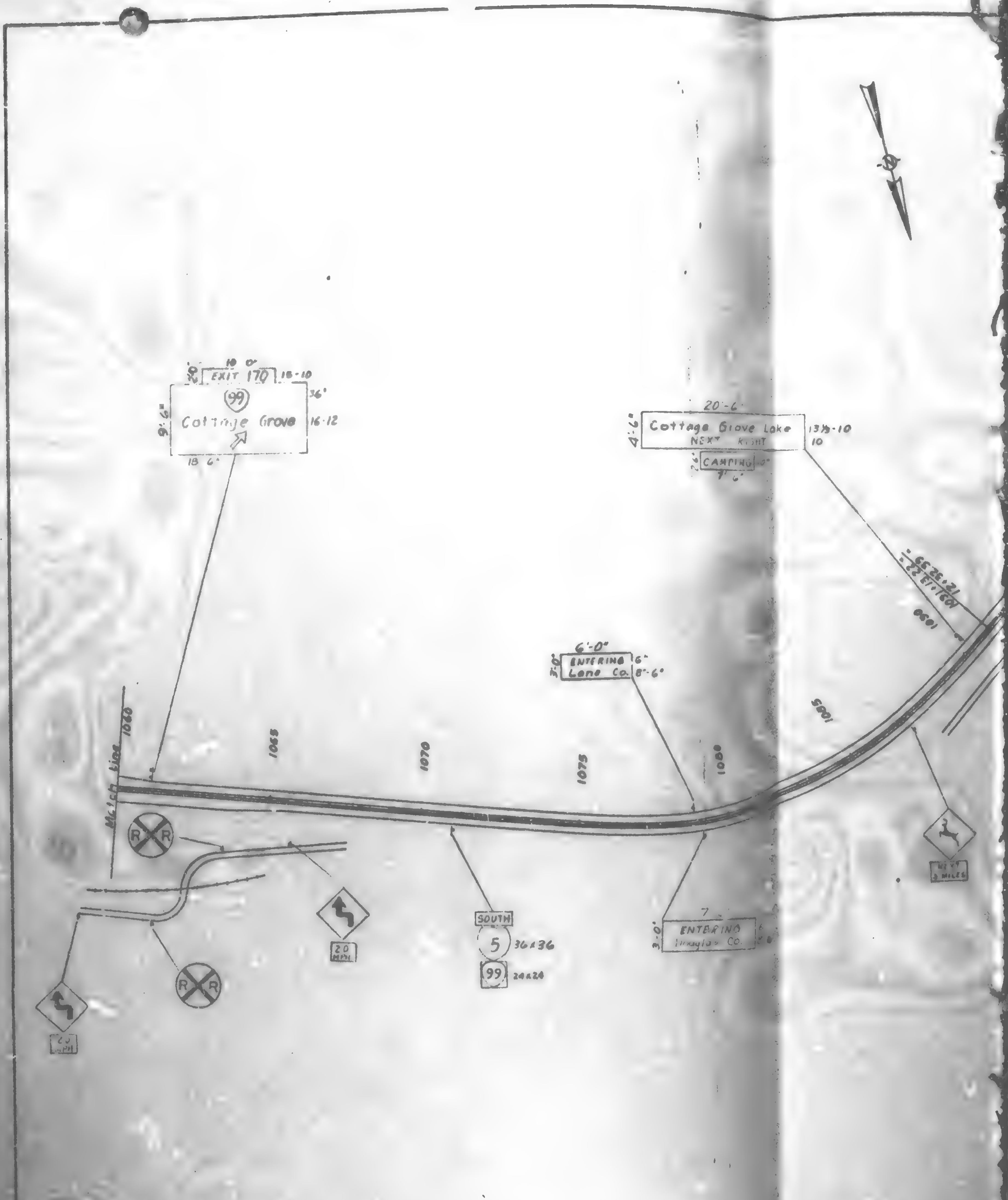
DIVIDE INTERCHANGE

SIGNING PROJECT

DIVIDE ~ COMSTOCK SECTION
PACIFIC HWY. (I-5) – DOUGLAS & LANE COUNTIES

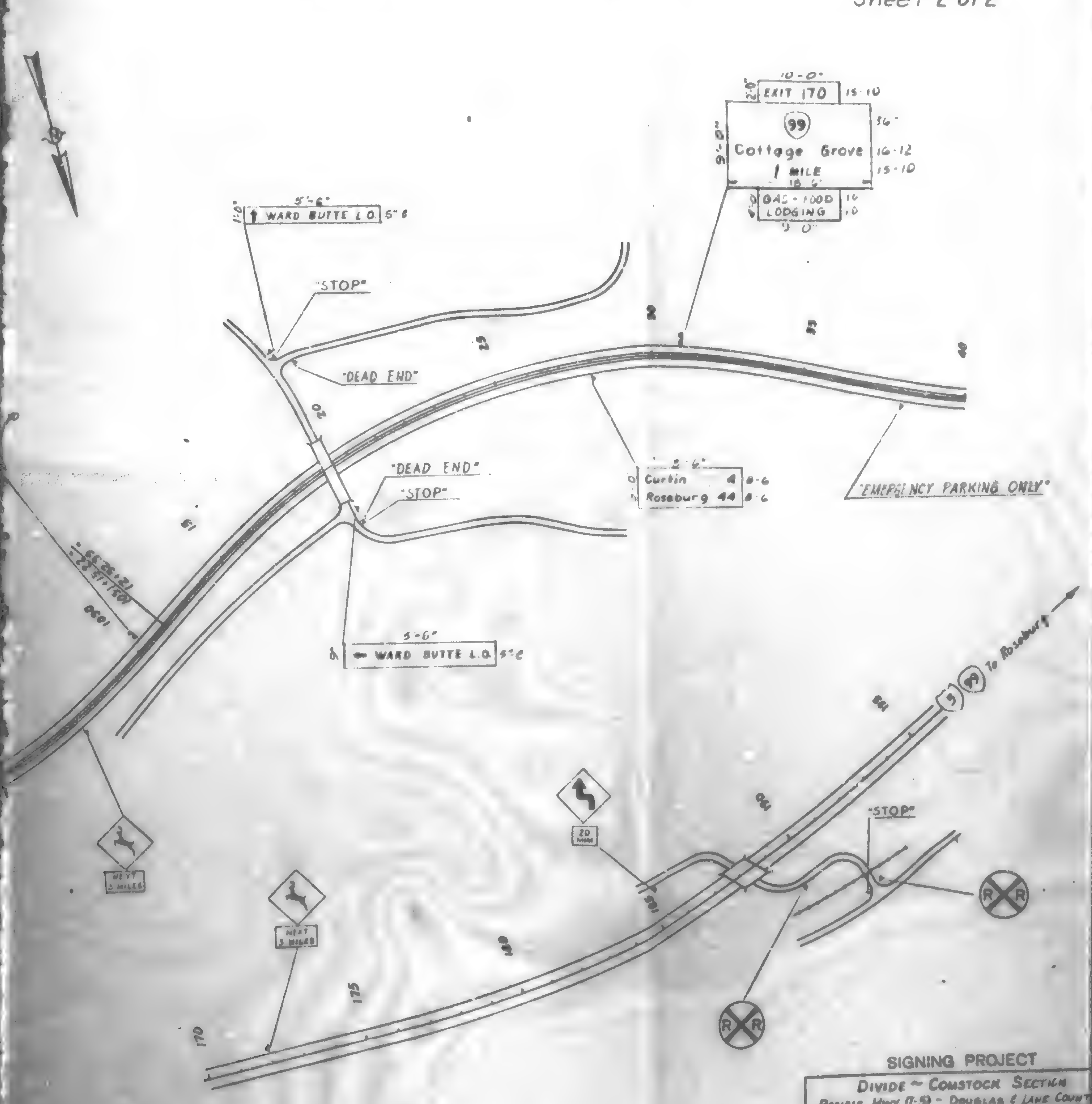
Action	Date	By	Title
Submitted	8-23-77		Traffic Control Engr.
Approved	8-23-77		Sign Engineer
"	9/20/77		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	[illegible]		F.H.W.A.

Al Driver
LANE
9 12 77



10 0"
EXIT 170
18-10
99
36"
9'-6"
Cottage Grove
16-12
18 6"
20'-6
4'-6"
Cottage Grove Lake
NEXT RIGHT
13⅓-10
10
CAMPING
7'-6"
12+32.99
1091+13.22
1090
6'-0"
3'-0"
ENTERING
Lane Co.
6"
8"-6"
Match Line
1060
1065
1070
1075
1080
1085
R R
20 MPH
SOUTH
5
36x36
99
24x24
7
3'-0"
ENTERING
Douglas Co.
NEXT 3 MILES

Sheet 2 of 2



10'-0"
2'-0"
EXIT 170
15-10
99
Cottage Grove
1 MILE
9'-0"
36"
16-12
15-10
18'-6"
GAS - FOOD
LODGING
9'-0"
5'-6"
1'-0"
WARD BUTTE L.O.
5"-6
"STOP"
"DEAD END"
20
"DEAD END"
"STOP"
2'-6"
Curtin 4
Roseburg 44
8-6
8-6
"EMERGENCY PARKING ONLY"
5'-6"
WARD BUTTE L.O.
5"-6
1090
5
99
To Roseburg
NEXT 3 MILES
NEXT 3 MILES
20 MPH
"STOP"
R R
R R
170
175

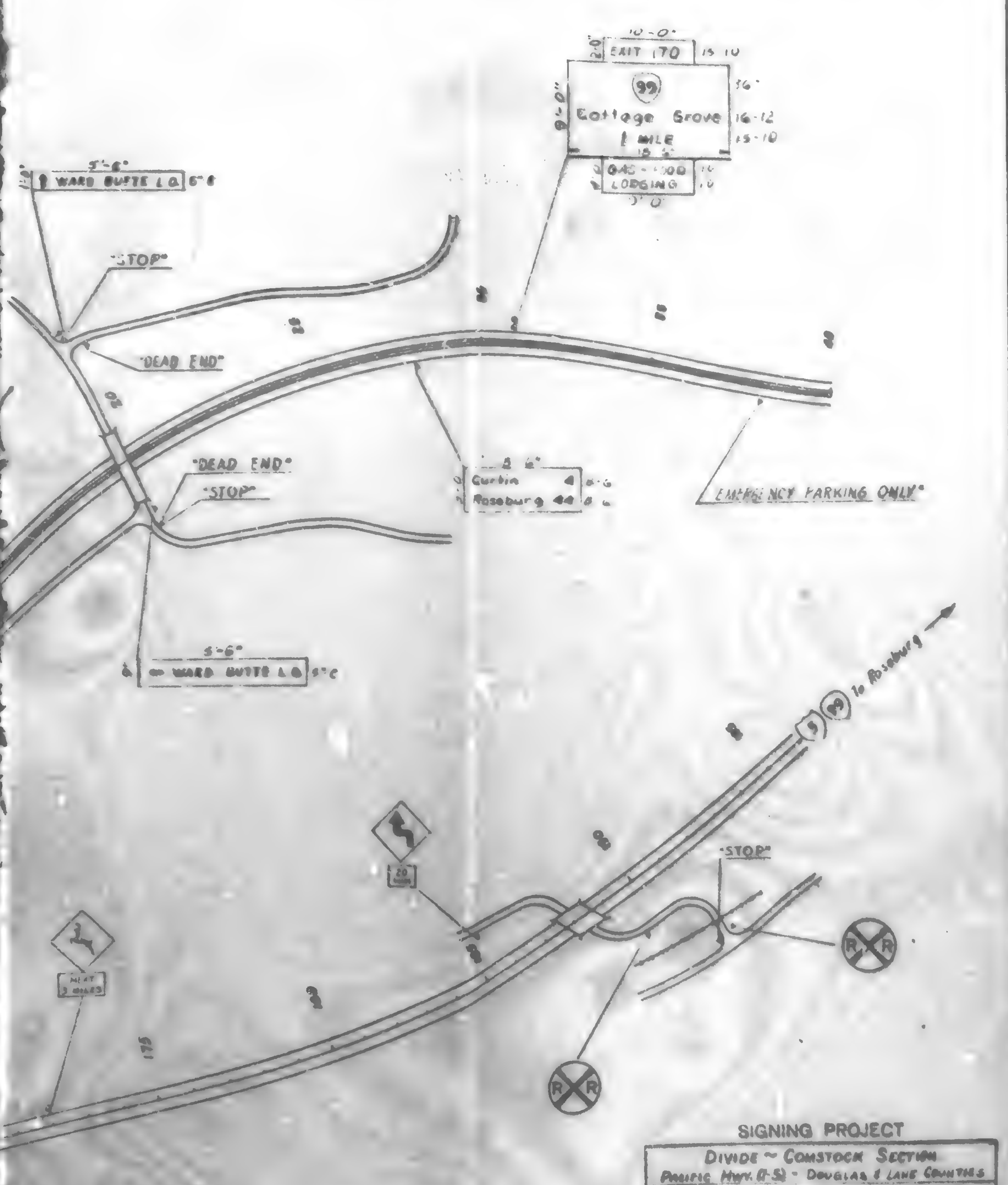
SIGNING PROJECT

DIVIDE ~ COMSTOCK SECTION			
PACIFIC HWY. (I-5) - DOUGLAS & LANE COUNTY			
Action	Date		Title
Submitted	8-25-77		Traffic Control
Approved	8-25-77		...n Engineer
"	9/15/77		Traffic Engineer
"			Asst. Hwy. E...
Accepted	10/3/77	S K	F. H.

George E. Swift
Douglas
9/12/77
DATE

Al Driver
LANE
9 12 77

Sneet 2 of 2


10'-0"
2'-0"
EXIT 170
15 10
9'-0"
99
Cottage Grove
1 MILE
36"
16-12
15-10
15'
GAS - FOOD
LODGING
10
10
9'-0"
5'-6"
WARD BUTTE L.O.
5'-6"
"STOP"
"DEAD END"
"DEAD END"
"STOP"
8'-6"
Curtin 4
Roseburg 44
"EMERGENCY PARKING ONLY"
5'-6"
WARD BUTTE L.O.
5'-0"
5
99
to Roseburg
20
"STOP"
NEXT
3 MILES
R
R
R
R
170
175

SIGNING PROJECT

Divide ~ Comstock Section Pacific Hwy. (I-5) - Douglas & Lane Counties			
Action	Date		Title
Submitted	8-23-77		Traffic Control Engr.
Approved	8-23-77		[illegible] Engineer
"	9/13/77		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	9/13/77		

George E. Swift
Douglas
9 12 77

Al Driver
Lane
9 12 77

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 28, 1977

FILE: LOC 17

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Comstock-Anlauf Section
Pacific Highway
Douglas County

TO: Lyle Watson
Design Supervisor
SALEM

Attached you will find supporting data to answer the remaining question from your April 18, 1977 letter on subject project.

Our Geology crew has investigated and is in the process of reporting on the nature of the excavation material east of the existing freeway.

We sent you a location showing a realignment to miss the gas pumps on the Curtin detour. This will work in nicely with the shift of the railroad crossing to the north as worked out with the P.U.C.

We are sending you the tracing of the proposed plant and stockpile site, as well as the reclamation plan for the site. We cannot begin the proceedings with the county until we have ownership or control by lease of the Roberts property.

We propose to dispose of concrete debris from structure removal along the base of the widened area on the "AU" line.

We plan to stockpile 10 reinforced concrete panels (bathtub section) from the Drain-Rock Creek project for use in a haul road structure over Buck Creek. The structure would be located on an extension of the frontage road and then the haul road would cross onto an easement to the north and avoid conflict with Buck Creek. The panels are 23' by 3'-2½" wide. The contractor would need to place pile supported end bents and tie the panels down.

We are unable to come up with specific temporary erosion control measures for this project.

jjg/cw

REFERRED TO
Beard Dorn
Otto Sempie
Erikson ✓ Watson BM
Hager Lou
Return Discuss Do File Copy D
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen
George
Olsen
Turpin
3 Sullivan
Scott
Savage

RECEIVED
OCT 0 3 1977
ENGINEERING SECTION

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Bring Up / /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Eugene, Oregon
May 26, 1977

DWGreene

FROM: D. W. Greene
Resident Engineer

TO: Alfred Shirley, Jr.
Region Engineer
Roseburg, Or.

SUBJECT: Comstock - Anlauf
Pacific Highway
Douglas County

ROSEBURG REGION
RECEIVED
[illegible] 1977

RE	PME	[✓ RCS]	RDE	[illegible]
RUE	RSS 4	RGR	FILE	
ENV	FAE	RBI		

Attn: Jim Gix

Refer to Memo To The File dated April 18, 1977 signed by Lyle Watson.

Herewith is information requested under item No. 7 with the exception of item 7-a which is to obtain a permit for a zone change from the county, as this is in Douglas Co. I feel that this permit could best be obtained by someone in the Roseburg area.

Item No. 8 of the above mentioned letter, disposal area for concrete debris from structure removal, if broken down into chunks no larger than a cubic yard in size, this material can be incorporated into the roadbed fills.

Item No. 10 temporary erosion control measures, this item suggests using methods being utilized on the Slater Cr. - Mystic Cr. Sect., as this section is being constructed out of Roseburg I would suggest that pictures and recommendations be furnished by someone familar with this project.

Item No. 11 preparation of P.U.C. map of the County Road Crossing of the S.P.R.R. at Curtin, this data has been forwarded to the Design Section in Salem.

If any additional information on any of the above items is needed please advise.

If you concur in our proposed Reclamation plan please furnish Dick Wilson of the R/W Sect. in Roseburg a copy for his use in negoting with the property owner.

more

Transmitted herewith is one copy of our Reclamation plan, the original and 3 copies of the proposed plant and stockpile site map.

Proposed Plant Set-up and Stockpile Site
at
Anlauf Interchange
Comstock - Anlauf Section
Pacific Highway
Douglas County

1. Proposed Use

Stockpile site, Asphaltic Concrete & Concrete Treated Base Plant set-up site.

2. Time Period

Proposed starting date ?

Proposed ending date ?

3. General Description

Insufficient area for this part of the proposed project operation at the Rattlesnake Butte Quarry site necessitates moving to another location. A Large level area such as this is preferable.

4. Operational Proceedures & Plans

a. Site Preparation

Area to be cleared and leveled with existing topsoil removed and stockpiled for replacement to original or contoured grade.

Tool shed to be removed, log dunp to be removed and ground sloped on a minimum of 3:1 slope into the pond area, 6" well casing protected for future use and 2 large cedar trees to remain undamaged to enhance the completed restoration of the area.

b. Equipment

A asphalt paving plant & concrete mixing plant will be set up both meeting requirements of the various public agencies(See attached sheet).

Scales for weighing trucks, materials testing building and also contractors offices may occupy the site.

Both of the mixing plants to be placed on the site in locations to minimize any objectionable features to nearby residents. A settling basin for waste water from the air pollution equipment will be necessary and can be located in either the old log pond area by diking to protect from possible flooding by high water in Buck Cr. or up on the bench area near the existing well.

c. Stockpiling of Rock Materials

Materials to be stockpiled here are various sizes of crushed rock which will be incorporated into this highway construction project at several stages of construction. Some material will be put thru the previously discussed equipment and manufactured intoa finished product to be placed on the roadbed as pavement, etc., the other hauled directly to and placed on the roadbed.

d. Removal (See below)

All equipment and materials to be removed when project completed.

5. Reclamation Proceedures

a. Topsoil

Existing suitable topsoil will be removed, stockpiled and replaced in a manner to restore the area to original or more suitable.

b. Drainage

Will be engineered to provide an adequate drainage plan during usage and a permanent plan after completion of the project.

c. Erosion

Will be controlled by contouring and seeding and mulching both during time of usage and after as required.

d. Seeding, Mulching & Fertilizing

To be done according to O.S.H.D. Standard Specifications, during usage if necessary and after to restore the area to a suitable condition.

(4 d) Any excess materials that remain will be stockpiled in that area bounded by R.R. R/W and the relocated Umpqua State Highway and the Buck Creek Co. Road.

Reject and waste materials will be placed in the toe of the old pond area to facilitate flattening to the minimum 3:1 slopes, covered with topsoil and seeded and mulched.

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.01 Laws to be Observed - In compliance with ORS 279.318, the following is a list of Federal, State and local agencies of which the Highway Division has knowledge that have enacted ordinances or regulations relating to environmental pollution and the preservation of natural resources that may affect the performance of State Highway Division contracts.

FEDERAL AGENCIES

- Agriculture, Department of
  - Forest Service
  - Soil Conservation Service

- Defense, Department of
  - Army Corps of Engineers

- Environmental Protection Agency

- Health, Education and Welfare, Department of

- Interior, Department of
  - Bureau of Sport Fisheries and Wildlife
  - Bureau of Outdoor Recreation
  - Bureau of Land Management
  - Bureau of Indian Affairs
  - Bureau of Reclamation

- Labor, Department of
  - Occupational Safety and Health Administration

- Transportation, Department of
  - Coast Guard
  - Federal Highway Administration

STATE AGENCIES

- Agriculture, Department of
- Environmental Quality, Department of
- Fish and Wildlife, Department of
- Forestry, Department of
- Geology and Mineral Industries, Department of
- Human Resources, Department of
- Land Conservation and Development Commission
- Soil and Water Conservation Commission
- State Engineer
- State Land Board
- Water Resources Board

LOCAL AGENCIES

- City Councils
- County Courts
- County Commissioners, Boards of
- Planning Commissions

9037 7 22 77

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3(11)145

STATE PROJECT NO.: See below

COUNTY NAME: Douglas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: I-118

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 29 '77
REFER TO [illegible]
FOR
Info Inves R/O D/R Sign Act File

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 8-23-77

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:

"Divide = Anlauf Section"

GENERAL DESCRIPTION OF WORK:

Program change and archeological studies

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change
all phases of archeological studies
TEC NTE $500 - F.F. $461

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-16-77, this will confirm Mr. Kappus' verbal authorization for program change, adding archeological study and authorization to proceed with the work effective 8-23-77.

A signed copy of archeology authorization is attached.

DATE: 9-26-77

SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—420-757

1007

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
September 13, 1977

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Martin Creek-Comstock
Pacific Highway
Lane County

P.U.C. maps for the subject section were transmitted to Mr. Chidsey on September 6, 1977, and encroachment maps will be submitted to him by Friday, September 16, 1977. It is necessary that negotiations with the Railroad be expedited so that agreements can be finalized by March 15, 1978 for an April, 1978, letting.

NOTED
E. S. HUNTER

DOC:az
cc: E. S. Hunter
J. B. Boyd
W. H. Sample
W. E. Cole

RECEIVED
TECHNICAL SERVICES

SEP 14 '77

REFER TO

FOR

Info	Invest	B/D	D/R	Sign	Act	File

9037 9 6 77

U.S. DEPARTMENT OF TRANSPO ON · FEDERAL HIGHWAY INISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO. I-5-3(97)162

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-781

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 12 '77
REFER TO orig to Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-6-77

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

"Divide-Anlauf"

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-22-77 and 8-26-77 letters, you are authorized to proceed with the actual acquisition of right of way as outlined in R/W maps 9B-14-22 and 9B-14-23 at TEC NTE $550,500 - F.F. $507,944. Federal participation is limited to that right of way actually incorporated in the final location.

DATE 9-6-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

40-7

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 2, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

A and B Lines Oxing SPRR
Martin Creek-Comstock Section
Pacific Highway (I-5)
Lane County
Bridge 163-B

Attached are two prints of drawings 22377 and 31574 which are the preliminary plan and elevation and vicinity map for the above structure. The foundation recommendations will be forwarded when they become available.

Both A and B lines will carry a single lane of traffic each with 8-foot and 6-foot shoulders.

A three-span, type V, prestressed concrete beam bridge with retaining wall on west side of railroad track has been proposed at an estimated cost (based on approximate quantities) of $716,000, including cost of removal of the existing structure and an allowance for engineering and contingencies. An alternate study was made to include cast-in-place concrete box girder at an estimated cost of $747,000, including cost of removal of the existing structure and engineering and contingencies. Precast bulb-T beams were not considered due to large build-up of deck over the flanges from large roadway super.

The west end of span 3 is not two separate structures. This would require additional parapet railing and an impact attenuator. We feel the proposed plan is safer.

RECEIVED
TECHNICAL SERVICES

SEP 6 '77

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The foundation information indicates underlying rock formation at an approximate elevation of 710.0. All four bents require to be supported on steel piling.

This is being submitted to you for your approval. This is also being sent to the Railroad for their approval.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Structural Design Engineer

Attachment

cc E. S. Hunter
D. H. Moehring

9037 1-5

FORM 81-734-3030

ORAGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 1, 1977

W. E. Cole

FROM: W. E. Cole
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Martin Creek-Comstock Section
Pacific Highway
Douglas County
Weyerhaeuser Access Road
at Ward Butte Road

On August 31, 1977, a meeting was held in the Final Design Room on the subject project. Those in attendance were Jim Gix, Region 3 Construction Engineer; Tom Lowe, F.H.W.A.; Bob Whitby, Senior Designer; and, myself.

This meeting was held to evaluate the proposal to minimize our access settlement with Weyerhaeuser as stated in Jim Gix's letter dated August 22, 1977 (copy attached).

REMARKS

Due to the steep terrain encountered in this area Jim Gix will have Resident Engineer D. Greene and a Weyerhaeuser representative locate the proposed access road alignment including a profile and cross-section. Final Design will then submit the right-of-way requirements (through the Potter property) to the Right-of-Way Description Unit.

Rod Henry will confer with Region Right-of-Way and if during negotiations with B. L. Potter no condemnation is required this parcel will be deeded to Weyerhaeuser for the construction of the access road. The remainder of this road will be on O.S.H.D. property.

NOTE:

The proposed access road will cross Pass Creek to connect to Ward Butte Road. This will require the installation of a 60" culvert approximately 80 feet in length, and Weyerhaeuser should be informed of this during negotiations.

WEC:az
Attachment
cc: J. B. Boyd
Rod Henry
Jim Gix
Tom Lowe, F.H.W.A.
F. O. Scott
W. E. Cole

1 Versteeg ✓
Olson
2 [illegible] Doc
Scott
Swenson
Savage
Trout

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SEP 0 2 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up / /
Other

9-1-77
Called Shirley and asked that they expedite fieldwork and information to us so as not to delay R/W.
Doc

9037

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon
~~August 22, 1977~~
9-1-77

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Martin Cr.-Comstock Section
Frontage Road Connections

TO: J. B. Boyd
Right of Way Engineer

On the preliminary plans for subject section, we showed an "FE5" line connection from Ward Butte Road to Weyerhaeuser property. In discussions with Weyerhaeuser, it appears that they would prefer to build the road on our right of way, and be paid in the access settlement.

Enclosed you will find a copy of their road survey showing this connection. It appears that a much less expensive connection can be made if the road bears east across property owned by W. and B.L. Potter.

I would propose that we consider the purchase of this property to minimize our access settlement with Weyerhaeuser. It appears the taking would be less than 2 acres (shown hatched) and would present a less noticeable solution to the freeway through this area of scenic easements.

jjg/cw
Encl.

cc J. H. Versteeg ✓
D. W. Greene
Virgil Wilson

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

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AUG 24 1977
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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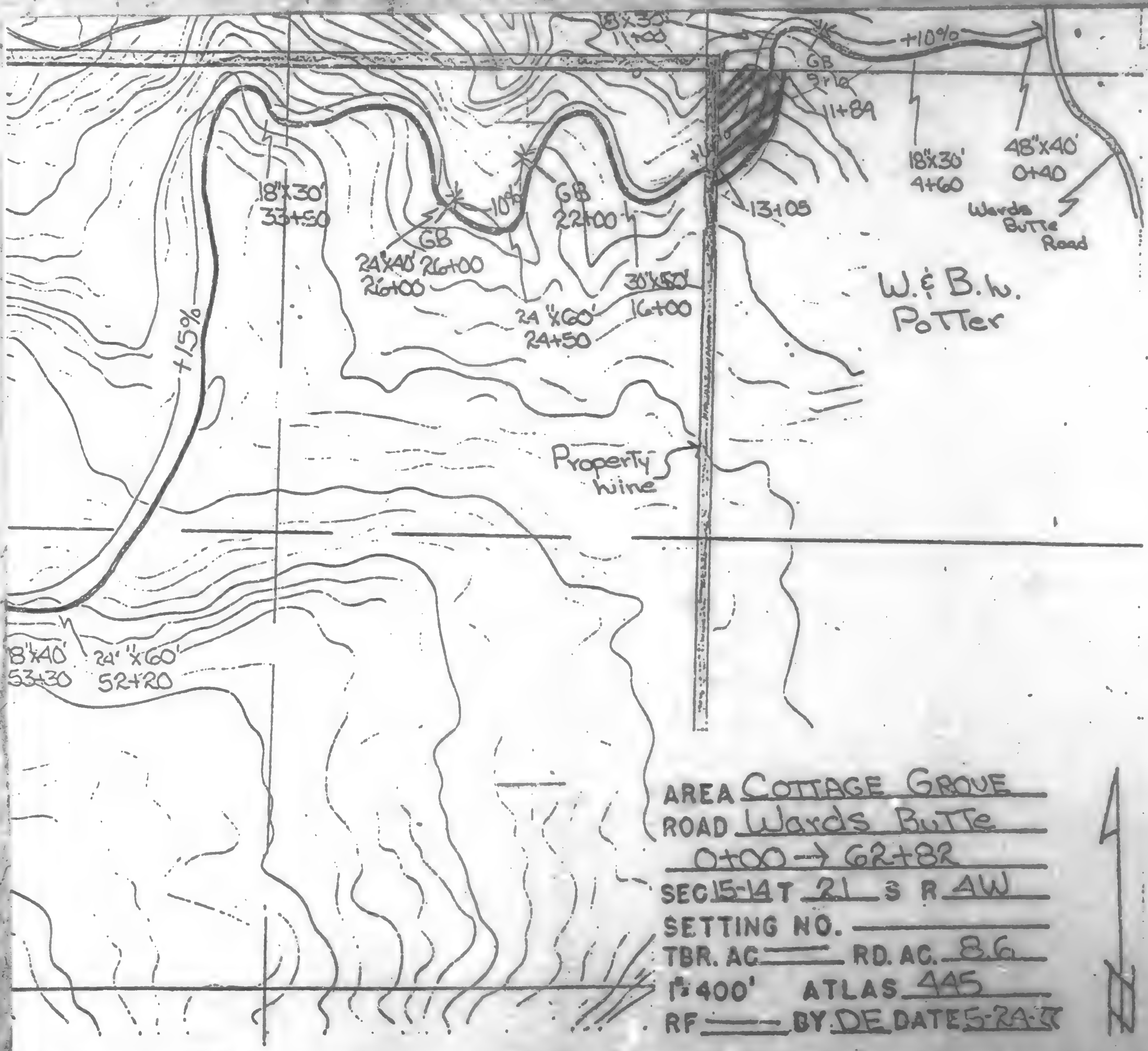
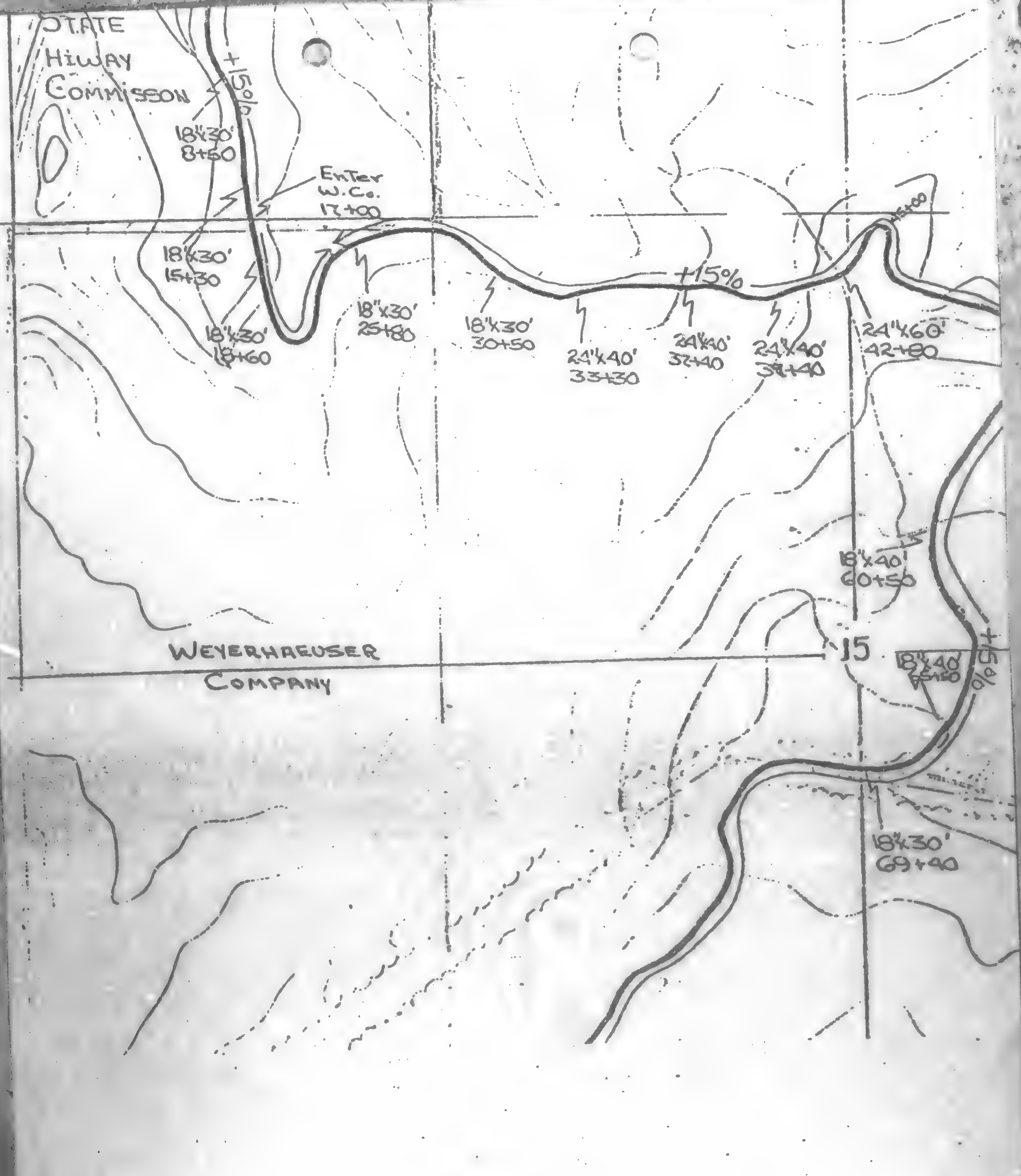
Bring Up___/___/___
Other__________

9-1-77
Tom Lowry, Gix & Rod Henry discussed Weyerhaeuser access & R/W matters and agreed this could be done. Region will locate with Weyerhaeuser the logging Rd and furnish us info to prepare descriptions, a memo of meeting will be prepared. BC


18"x30'
11+00
+10%
GB
9+10
11+84
18"x30'
4+60
48"x40'
0+40
Wards Butte Road
13+05
+4%
GB
22+00
30"x50'
16+00
24"x60'
24+50
10%
GB
24"x40' 26+00
26+00
18"x30'
33+50
+15%
W. & B. L. Potter
Property Line
18"x40'
53+30
24"x60'
52+20

AREA Cottage Grove
ROAD Wards Butte
0+00 → 62+82
SEC 15-14 T 21 S R 4W
SETTING NO.
TBR. AC —— RD. AC. 8.6
1"=400' ATLAS 445
RF —— BY DE DATE 5-24-[illegible]


STATE
HIWAY
COMMISSON
+15%
18"x30'
8+50
EnTer
W.Co.
17+00
18"x30'
15+30
18"x30'
18+60
18"x30'
25+80
18"x30'
30+50
24"x40'
33+30
+15%
24"x40'
37+40
24"x40'
39+40
45+00
24"x60'
42+80
18"x40'
60+50
15
18"x40'
65+60
+15%
WEYERHAEUSER
COMPANY
18"x30'
69+40

9037 8-25-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-3(97)162

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM NO.

ITEM NO. I-781

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 12 '77
REFER TO
FOR
Info Inve R/D D/R Sign Act File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-25-77

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

"Divide-Anlauf Section"

GENERAL DESCRIPTION OF WORK:

Right of way appraisals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Right of way appraisals only
TEC NTE $10,000 - F.F. $9,224

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 8-22-77 request for acquisition of right of way is approved in part only. You are authorized to proceed with appraisals only. Authorization to negotiate and acquire is being withheld pending the following action:

1. Acquisition of scenic strips from the Addison and Weyerhaeuser properties as previously agreed upon and as provided for in the environmental impact statement.
2. Completion of an engineering study to determine the feasibility of constructing access roads to serve the Weyerhaeuser holdings.
3. Preparation of an updated relocation plan for occupants of the Addison improvements.

DATE 8-25-77

SIGNATURE OF APPROVING OFFICIAL G. K. H

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9037

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 17, 1977

FROM: Duane O. Christensen
Final Design Engineer

Duane O. Christensen

SUBJECT: Comstock-Anlauf Interchange
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

It was recently brought to our attention by Right-of-Way personnel and Region 3 that there were two areas of concern in regards to right-of-way that needed to be resolved. One was a matter of a well serving the J. A. and E. J. Owen property and the other a matter of access to the R. and F. Hehn (Barkle C. P.) property.

A field location of the well in question resulted in a finding that it was presently located on Highway owned right-of-way. Our proposed construction will not encroach on the well. Adjustments in descriptions around the well have been laid out and will be used by right-of-way in negotiations and trade for other right-of-way involved with the property owner.

In regards to the access of the Hehn property, an access road has been laid out and descriptions written and furnished to Right-of-Way for their use in negotiations. The grade of the access road is 12.3%.

DOC:az
cc: J. B. Boyd
Alfred Shirley
L. K. Watson

✓

1 Versteeg
Olson
Christensen
2 Scott
Swenson
Savage
Trout

RECEIVED
AUG 17 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem 97310
August 11, 1977

FROM: J. B. Boyd
Right of Way Engineer

TO: Rod Henry
Chief Right of Way Agent

SUBJECT: Divide Comstock and
Comstock-Anlauf Sections
Pacific Highway

A meeting was held at 1:00 August 9 to discuss the problems of the above section of highway as it pertains to acquisition of right of way. Region was represented by Mr. Jack Ayers, Region Utility Engineer; Doug Green, Resident Engineer; Region Right of Way was represented by Virgil Wilson and Dick Wilson; Engineering Services were represented by Mr. Hal Versteeg, Dwayne Christensen, Bill Cole; Right of Way Administration was represented by Tony Viducich and myself. The problems are as follows:

(1) Access for timber companies. The three problem files of large timber companies are Weyerhaeuser, Longview Fiber and Cone Lumber. All of these companies have various types of accesses to the existing highway. Our acquisition of right of way will include the acquisition of all abutting access rights and redirect them to frontal system or other existing roads. The problems simplifies itself to a cost-to-cure solution principly. This cost-to-cure cannot be readily identified by our personnel and I recommend to Mr. Wilson that we obtain the services of a Timber engineering concern, such as Teco of Eugene to analyze the problem on each one of the properties as to its cost-to-cure solution. The taking of property from these three companies is not a specifically difficult one. We will cruise the timber by the utilization of a consultant and review by Lou Schwab or cruise by Lou Schwab and reviewed by Doug Watson. Expeditious handling of these files is of prime importance. It was further decided that we would not indicate on the plans the construction of the frontage roads to either end of the Weyerhaeuser property but only indicate that right of way is available for them. The cost-to-cure analysis should outline these as possibility. The northerly access road which we showed to Weyerhaeuser is indicated to be in an erroneous location by virtue of a sketch map furnished by Weyerhaeuser to Mr. Dick Wilson.

RECEIVED
TECHNICAL SERVICES
AUG 12 '77
REFER TO
FOR
Info Act File

It is my opinion that we are not responsible for access on the southerly or Comstock end any further than the cemetery. But I do believe that the bench in the heavy earthwork area should be constructed during mainline activity.

(2) Access in the vicinity of Buck Creek Road to the H.E.H.N. property. This should be studied cost of road construction vs total taking or damages.

(3) Well problem Territorial Road connection. It was decided that the right of way should be revised to avoid the taking of a good well owned by the grantor.

(4) Last resort housing - Dessenberger and Addison. These two properties are a vital importance to us as these are probably the critical files on the projects. Every effort including the optioning of comparable housing should be accomplished in the near future in order that we have last resort housing available to the grantors in both cases as it is the only way to successfully meet the time lines presently being defined.

I would ask you to pay special attention to this project and the extreme difficulties that we are encountering in the property acquisition phases and do everything that is possible to meet the deadlines given us by Mr. E. S. Hunter.

JBB:ha
cc: E. S. Hunter✓
Bud Shirley
Virgil Wilson
Jim Chidsey
Doug Luth

4037

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 11, 1977

FILE:

DNStoudenmeyer

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

TO: MEMO TO THE FILES

SUBJECT: Divide-Anlauf
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

A scenic strip composed of three parcels has been proposed and approved by Mr. Hunter on the subject section.

Parcel 1 (Addison Property) containing 52 acres and a homesite has been justified as a total taking and will be purchased.

Parcel 2 (Weyerhaeuser) is a large area and it is felt we can better deal later for this on a trade basis rather than hold up right-of-way purchases at this time.

Parcel 3 is a narrow strip of doubtful scenic value. It is proposed to not purchase this area.

DNS:az
cc: E. S. Hunter
J. B. Boyd
F. O. Scott, 2/1"-400' Right-of-way Map
D. O. Christensen

RECEIVED
TECHNICAL SERVICES
AUG 12 '77
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

9037 1-5

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470

DATE August 8,1977

TO Alfred Shirley, Jr.
Regional Engineer

Elliott Parker

FROM Elliott Parker
Regional Geologist

SUBJECT Material Source I-5
Comstock-Anlauf Section
Martin Creek-Comstock Section

ATTN: Doug Greene
Resident Engineer

The attached copies of computations made by Doug Greene's crew and by Rick Kobernik of our Soils and Geology crew, indicate that there is a sufficient quantity of high quality rock abailable at this site to furnish aggregate requirements for both projects.

Stockpile and plant sites for two different contractors are not available for simultaneous operation. I therefor recommend that the projects be "Let" on diferent dates, and that adequate time between "Lettings" be allowed to insure departure of the first contractor before the second is required to move in.

In the event that one contractor bought both projects, the "Mob" & "DeMob." bid items could be adjusted.

c.c. J.H. Versteeg
John Bond
Frank Terpin
file

REFERRED TO

Beard Reed
2 Cole W.E.C. Sample
Eriksen 1 Watson J.W.
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Greenman Doc
Scott
Jh Copy Swanson
Savage
Copy Trout

RECEIVED
AUG 0[illegible] 1977
ROAD DESIGN SECTION

Requires Reply ☒
Requires Approval ☐
Requires Study ☐
Information File ☐
Return To
Bring Up / /
Other

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG, OREGON 97470

DATE APRIL 22, 1977

TO MEMO TO THE FILE

FROM ELLIOTT PARKER
REGION 3 ENGINEERING GEOLOGIST
by Ricki M. Kobernik Ricki M. Kobernik
Engineering Geologist

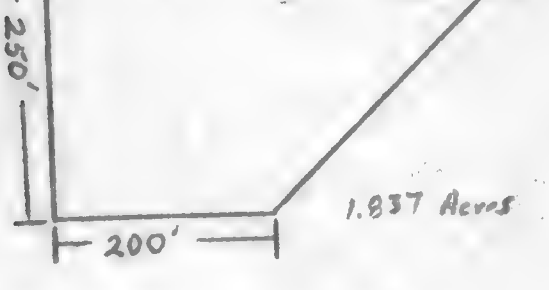
SUBJECT RATTLESNAKE QUARRY SOURCE #10-1-3
MATERIAL SOURCE UPDATE

QUARRY Investigation Drilling commenced February 2, 1977 and was completed April 15, 1977.

Engineering computations indicated 467,300 cubic yards present for use in the quarry with a 2:1 back face and quarry floor lowered 10 yards. The diamond core drilling has proved out excellent rock to an additional 20 yard depth. This additional depth proves out 180,000 cubic yards, for a total of 647,300 cubic yards available for use from this quarry.

The six holes on the quarry floor showed only basalt throughout. DDH #7 was on the northeast side of the butte and on a small ridge. DDH #7 was drilled to a depth of 27.5 feet and showed only soil and decomposed rock.

Diagram below shows figures used for quantity computation for additional material proved out by diamond core drilling.



200 × 250 = 50,000
50 × 200 = 10,000
100 × 200 = 20,000
80,000

1.837 × 5000 = 9185
30 × 9185 = 275,550 cu yds
in sketch area w/30 yds of depth
— E.P.

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 2, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Martin Creek-Comstock Section
Pacific Highway
Lane & Douglas Counties

TO: Alfred Shirley, Jr.
Region III Engineer

OREGON STATE HIGHWAY DIVISION
RESIDENT CONSTRUCTION ENGINEER
RECEIVED
AUG 3 1977
NOTED:
☑ ☐ ☐

It is requested that the Sighting Table distances for points A, B, C, D and E that are not presently listed be entered in the Sighting Tables on the enclosed three prints for the grade crossings at "WB" 20+05.5 P.O.C., "T" 15+36.80 P.O.T. and "FR" 252+18 P.O.T., that the sighting lines be drawn on the prints with colored pencil and that the prints be returned to Final Design Unit.

Additionally, a typical section is requested for the existing crossing at RR 2368+36 on the "WB" Line.

Early return of the requested data will be appreciated.

8/8/77

Returned herewith above maps with the requested data placed on the maps with a green pencil. The typical section notes are attached & the Vic. Map for the WB line.

DW Greene

CG:az
cc: Carl Grewe
D. W. Greene, w/attachments

REFERRED TO
Beard
Reed
Cole
✓ Sample
Eriksen
Watson
Hager
Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Complete PWC Dwgs and furnish to Chidsey

Versteeg
Olson
I Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 09 1977
ROAD DESIGN SECTION

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Requires Approval ☐
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Do not File ☐
Return To
Bring Up / /
Other

9037 1-5

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
August 2, 1977

Duane O. Christensen
Final Design Engineer

Martin Creek-Comstock Section
Pacific Highway
Lane & Douglas Counties

Alfred Shirley, Jr.
Region III Engineer

It is requested that the Sighting Table distances for points A, B, C, D and E that are not presently listed be entered in the Sighting Tables on the enclosed three prints for the grade crossings at "WB" 23+05.5 P.O.C., "T" 15+36.80 P.O.T. and "FR" 252+18 P.O.T., that the sighting lines be drawn on the prints with colored pencil and that the prints be returned to Final Design Unit.

Additionally, a typical section is requested for the existing crossing at RR 2368+36 on the "WB" Line.

Early return of the requested data will be appreciated.

✓ Versteeg ✓
Olson
[illegible]
Scott
Swenson
Savage
Trout

RECEIVED
AUG 02 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

cc: Carl Crowe
D. W. Greene, w/attachments

Material hand carried to Doug Greene [illegible]
Aug 3. Shirley advised us by phone that material
would be back to us by Mon Aug 8, 1977
Doc

9037 8-2-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**		FEDERAL AID PROJECT NO. I-5-3(107)162 STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. I-853	COUNTY NAME Douglas and Lane PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 4 '77
REFER TO [illegible]
FOR
Info Inves R/D D/R Sgn Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 8-2-77	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
"Divide - Anlauf Section"

GENERAL DESCRIPTION OF WORK:
Right of Way - Last Resort Housing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Right of way - Last Resort Housing TEC not to exceed $75,000 - FF $69,210.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 7-27-77 letter I approve the Last Resort Housing Plan and you are authorized to proceed with that plan with the following understanding:

1. State should consider optioning comparable DSS housing and making available to relocatee. Cost of option would be eligible for federal participation. If relocatee refuses housing made available the State need not purchase the property under option.
2. If optioned property is not comparable or repairs are needed to make it DSS, the State should advise the relocatee of the actions that will be taken if housing is accepted to make the housing comparable and DSS.

DATE 8-2-77	SIGNATURE OF APPROVING OFFICIAL V. V. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-[illegible]

1037

1-5

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

July 29, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: D. O. Christensen
Final Design Engineer

SUBJECT: Signing
Comstock-Anlauf Section
Pacific Highway (I-5)
Douglas County

Attached are two prints of the approved sign study plans for permanent signing on the above-named section.

L E George

L. E. George
Traffic Engineer

ELS:ds
Attachments

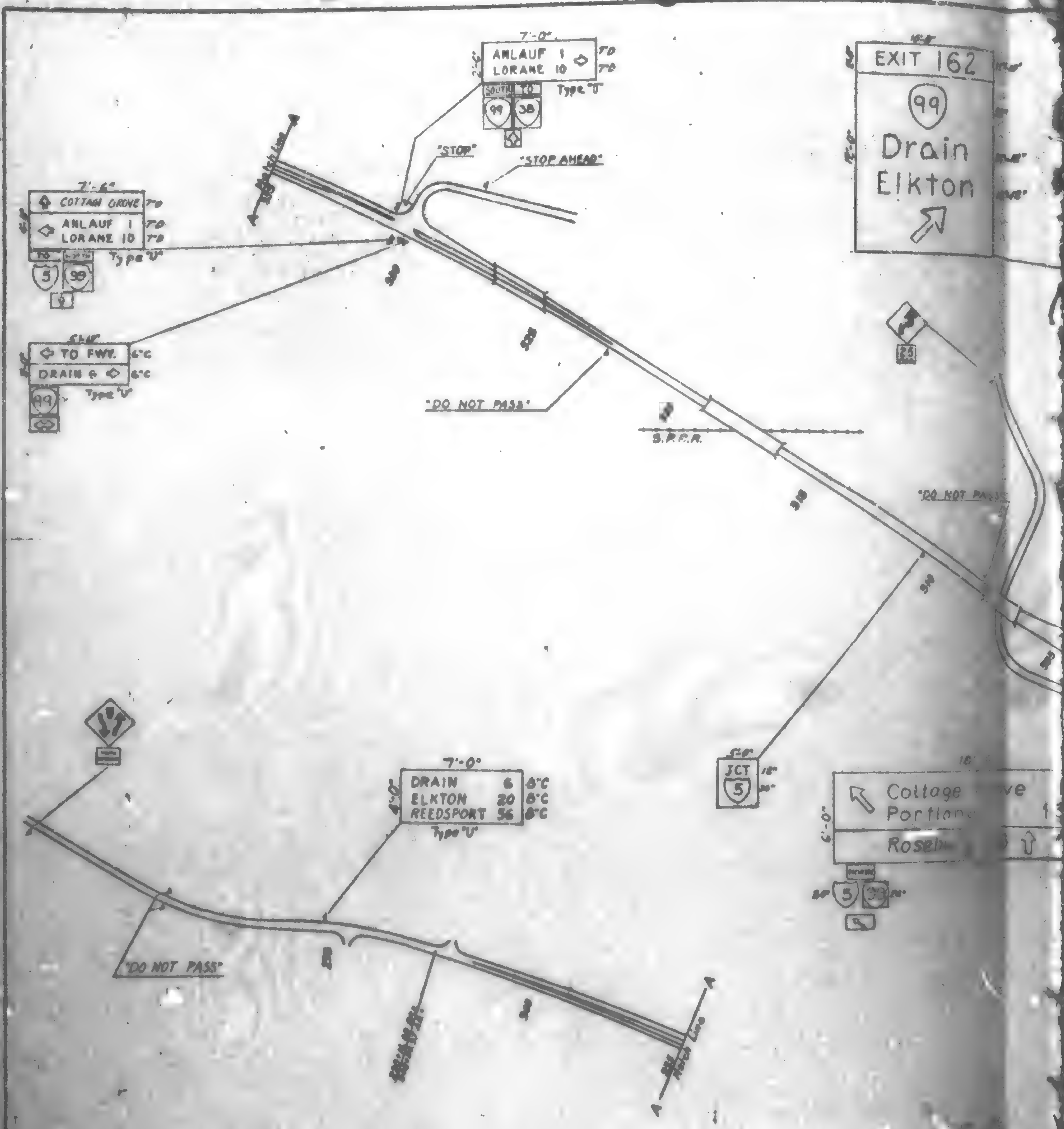
cc: Alfred Shirley, Jr.
F. T. Lacey

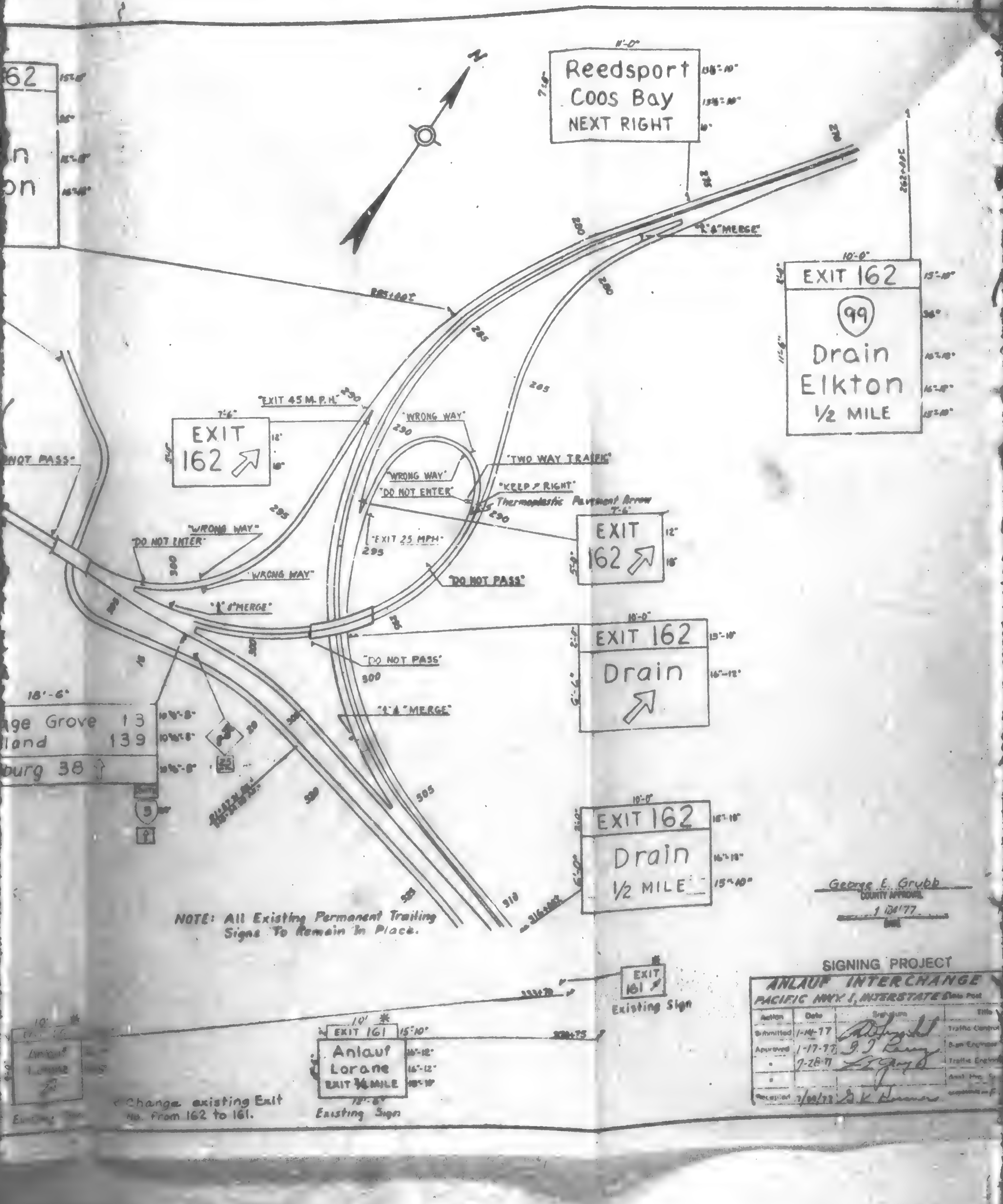
REFERRED TO
✓ Beard KKB ___ Reed
___ Cole ___ Sample
___ Erikson 1 Watson BW
___ Hager ___ Wolfe
Return Discuss Do [✓ File] Copy Due___
BY FINAL DESIGN ENGINEER
One set retained by Beard

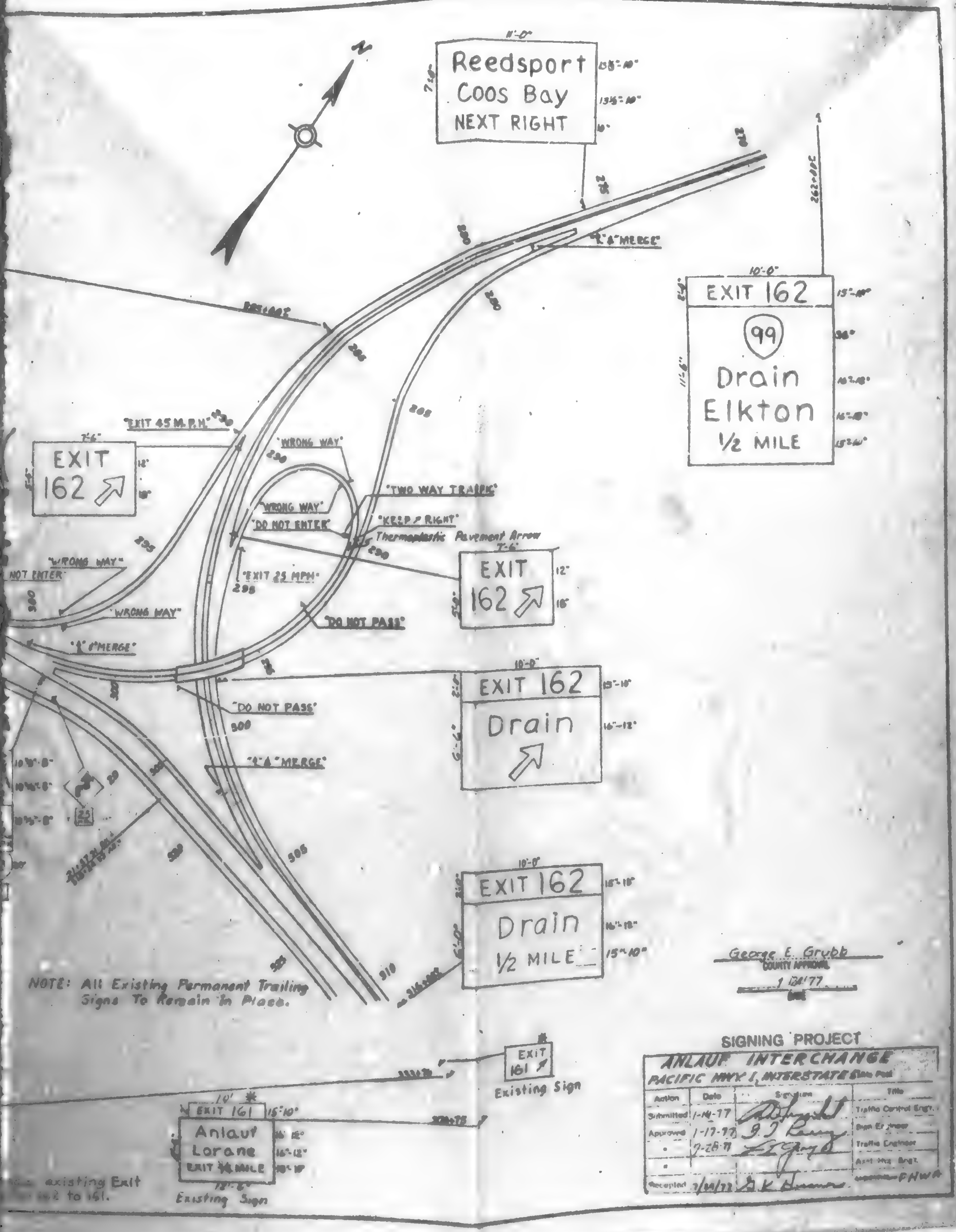
___ Versteeg
___ Olson
1 Christensen Do
___ Scott
___ Swenson
___ Savage
___ Trout

RECEIVED
AUG 0 1 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To___
Bring Up___/___/___
Other___


7'-0"
ANLAUF 1
LORANE 10
7'0
7'0
SOUTH
TO
99
38
Type "U"
"STOP"
"STOP AHEAD"
7'-6"
COTTAGE GROVE
ANLAUF 1
LORANE 10
7'0
7'0
7'0
TO
5
99
Type "U"
TO FWY.
DRAIN 6
6"C
6"C
99
Type "U"
"DO NOT PASS"
S.P.R.R.
14'-8"
EXIT 162
99
Drain
Elkton
"DO NOT PASS"
23
7'-0"
DRAIN 6
ELKTON 20
REEDSPORT 56
8"C
8"C
8"C
Type "U"
4'-0"
"DO NOT PASS"
5'-0"
JCT
5
18"
6'-0"
Cottage
Portland
Roseb
5
38
Match Line
A
A
15'-10"


N
162
Reedsport
Coos Bay
NEXT RIGHT
11'-0"
EXIT 162
99
Drain
Elkton
1/2 MILE
10'-0"
"EXIT 45 M.P.H."
"WRONG WAY"
"TWO WAY TRAFFIC"
"KEEP ↗ RIGHT"
Thermoplastic Pavement Arrow
"WRONG WAY"
"DO NOT ENTER"
"EXIT 25 MPH"
"DO NOT PASS"
EXIT
162
7'-6"
"WRONG WAY"
"DO NOT ENTER"
"WRONG WAY"
"℄ & MERGE"
"℄ & MERGE"
"℄ & "MERGE"
"DO NOT PASS"
EXIT 162
Drain
EXIT 162
Drain
1/2 MILE
18'-6"
ge Grove 13
land 139
burg 38
5
NOTE: All Existing Permanent Trailing Signs To Remain In Place.
George E. Grubb
COUNTY APPROVAL
1/24/77
EXIT 161
Existing Sign
10'
EXIT 161 15'-10"
Anlauf
Lorane
EXIT 3/4 MILE
18'-6"
Existing Sign
* Change existing Exit No. from 162 to 161.
SIGNING PROJECT
ANLAUF INTERCHANGE
PACIFIC HWY 1, INTERSTATE 5
Action
Date
Signature
Title
Submitted 1-14-77
Traffic Control
Approved 1-17-77
Sign Engineer
" 7-28-77
Traffic Engineer
Received 7/29/77 G. K. Brown


N
Reedsport
Coos Bay
NEXT RIGHT
11'-0"
EXIT 162
99
Drain
Elkton
1/2 MILE
10'-0"
"Ł"A" MERGE"
"EXIT 45 M.P.H."
EXIT
162
7'-6"
"WRONG WAY"
"TWO WAY TRAFFIC"
"WRONG WAY"
"DO NOT ENTER"
"KEEP RIGHT"
Thermoplastic Pavement Arrow
"WRONG WAY"
NOT ENTER"
"EXIT 25 MPH"
"WRONG WAY"
"DO NOT PASS"
"Ł" "MERGE"
EXIT 162
Drain
"DO NOT PASS"
"Ł"A" MERGE"
EXIT 162
Drain
1/2 MILE
EXIT
161
Existing Sign
10'
EXIT 161
Anlauf
Lorane
EXIT ½ MILE
Existing Sign
existing Exit
162 to 161.

NOTE: All Existing Permanent Trailing Signs To Remain In Place.

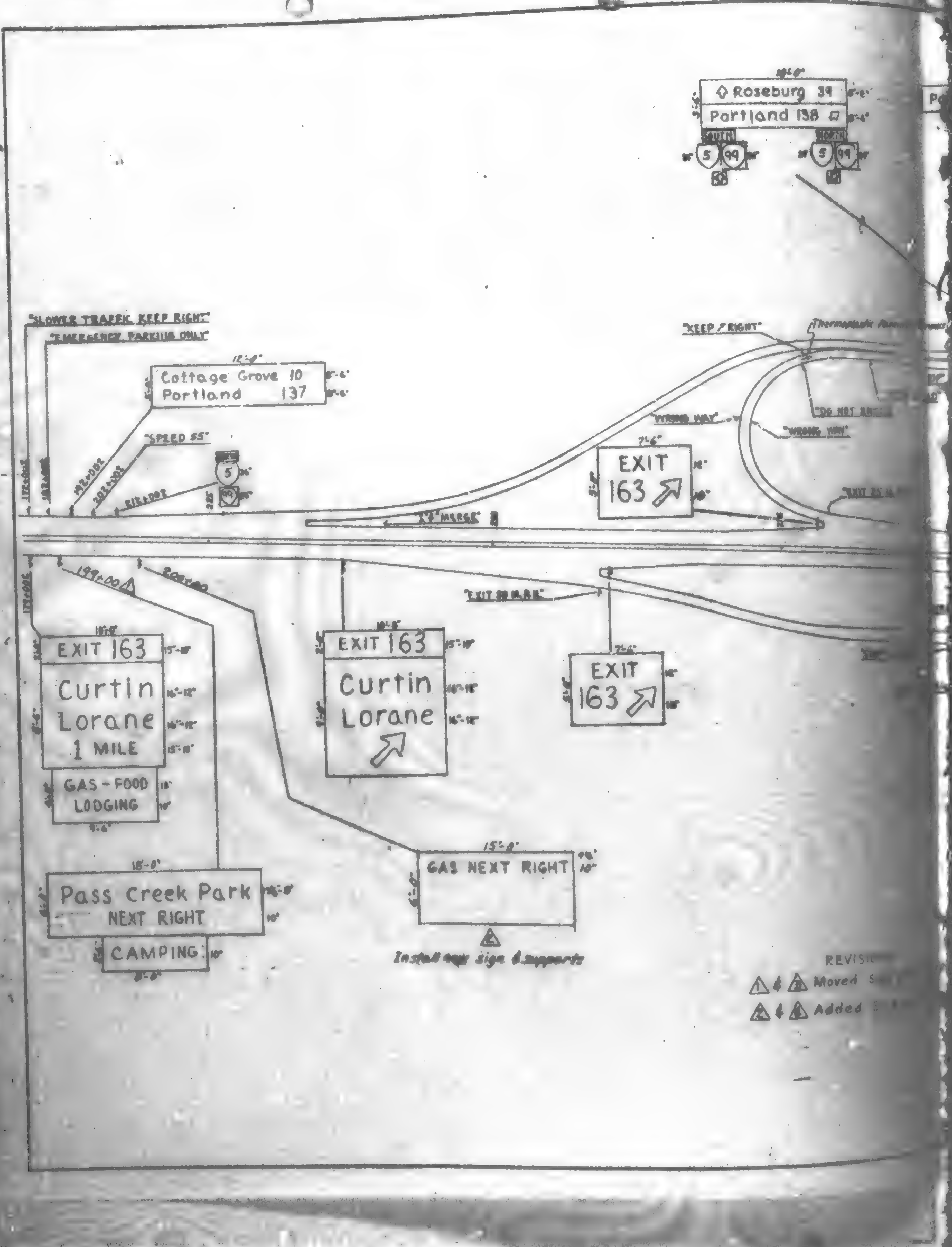
George E. Grubb
COUNTY APPROVAL

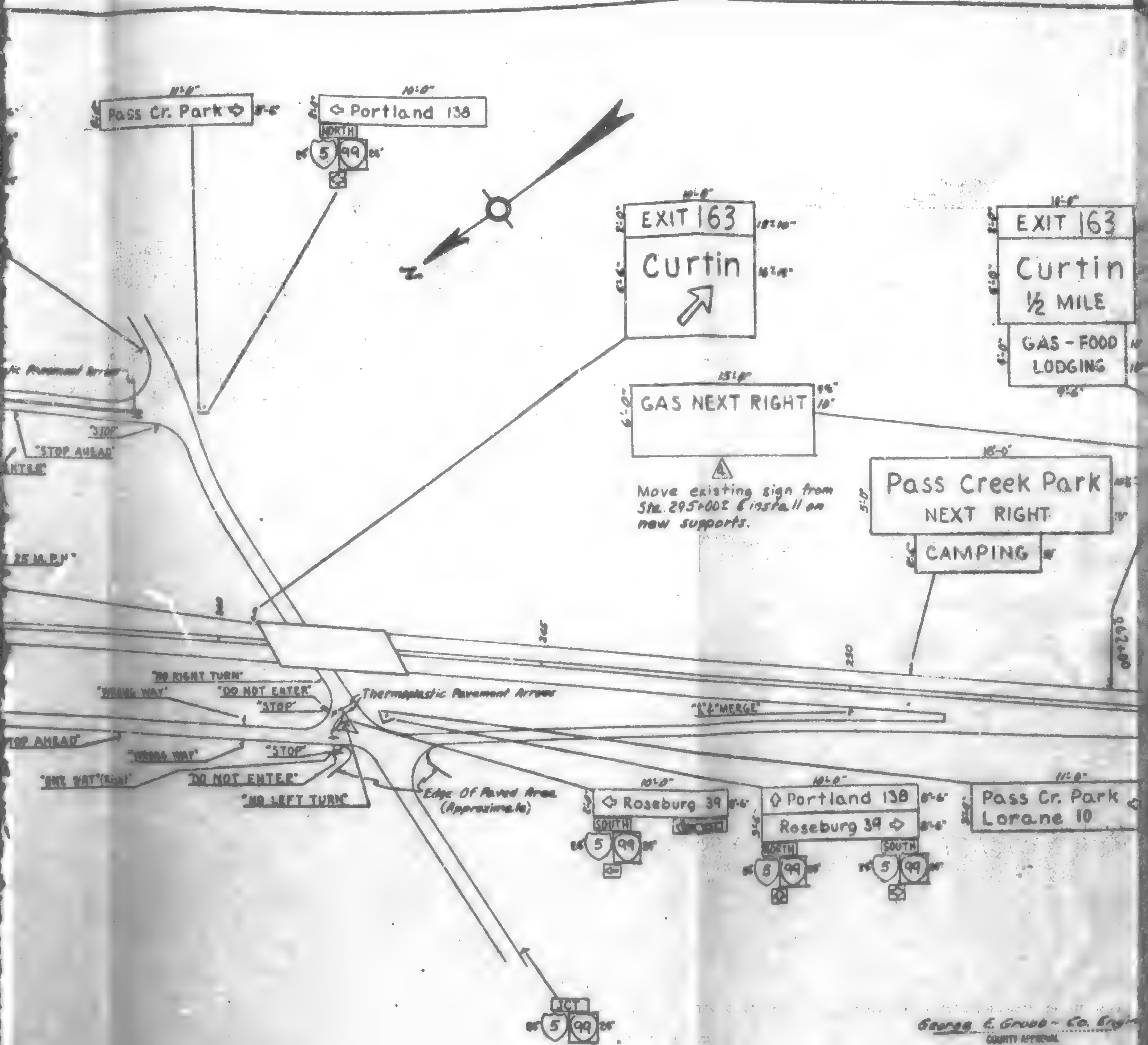
1/21/77
DATE

SIGNING PROJECT

ANLAUF INTERCHANGE
PACIFIC HWY I, INTERSTATE State Hwy

Action	Date	Signature	Title
Submitted	1-14-77		Traffic Control Engr.
Approved	1-17-77		Sign Engineer
"	1-28-77		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	1/24/77		FHWA

Roseburg 39
Portland 138
SOUTH 5 99
NORTH 5 99
"SLOWER TRAFFIC KEEP RIGHT"
"EMERGENCY PARKING ONLY"
12'-0"
Cottage Grove 10
Portland 137
"SPEED 55"
5
99
"KEEP RIGHT"
Thermoplastic
"WRONG WAY"
"DO NOT ENTER"
"WRONG WAY"
7'-6"
EXIT 163
MERGE
199+00
EXIT 163
Curtin
Lorane
1 MILE
GAS - FOOD
LODGING
EXIT 163
Curtin
Lorane
EXIT 163
15'-0"
GAS NEXT RIGHT
Install new sign & supports
Pass Creek Park
NEXT RIGHT
CAMPING
REVISI
1 & 2 Moved S
3 & 4 Added S


Pass Cr. Park ⇨
⇦ Portland 138
NORTH
5
99
EXIT 163
Curtin
⇗
EXIT 163
Curtin
½ MILE
GAS - FOOD
LODGING
GAS NEXT RIGHT
Move existing sign from Sta. 295+00± & install on new supports.
Pass Creek Park
NEXT RIGHT
CAMPING
"STOP"
"STOP AHEAD"
"NO RIGHT TURN"
"WRONG WAY"
"DO NOT ENTER"
"STOP"
Thermoplastic Pavement Arrows
"⇦ MERGE"
"STOP AHEAD"
"WRONG WAY"
"STOP"
"ONE WAY"(Right)
"DO NOT ENTER"
"NO LEFT TURN"
Edge Of Paved Area (Approximate)
⇦ Roseburg 39
SOUTH
⇧ Portland 138
Roseburg 39 ⇨
NORTH
SOUTH
Pass Cr. Park
Lorane 10
JCT
5
99
230
290+00

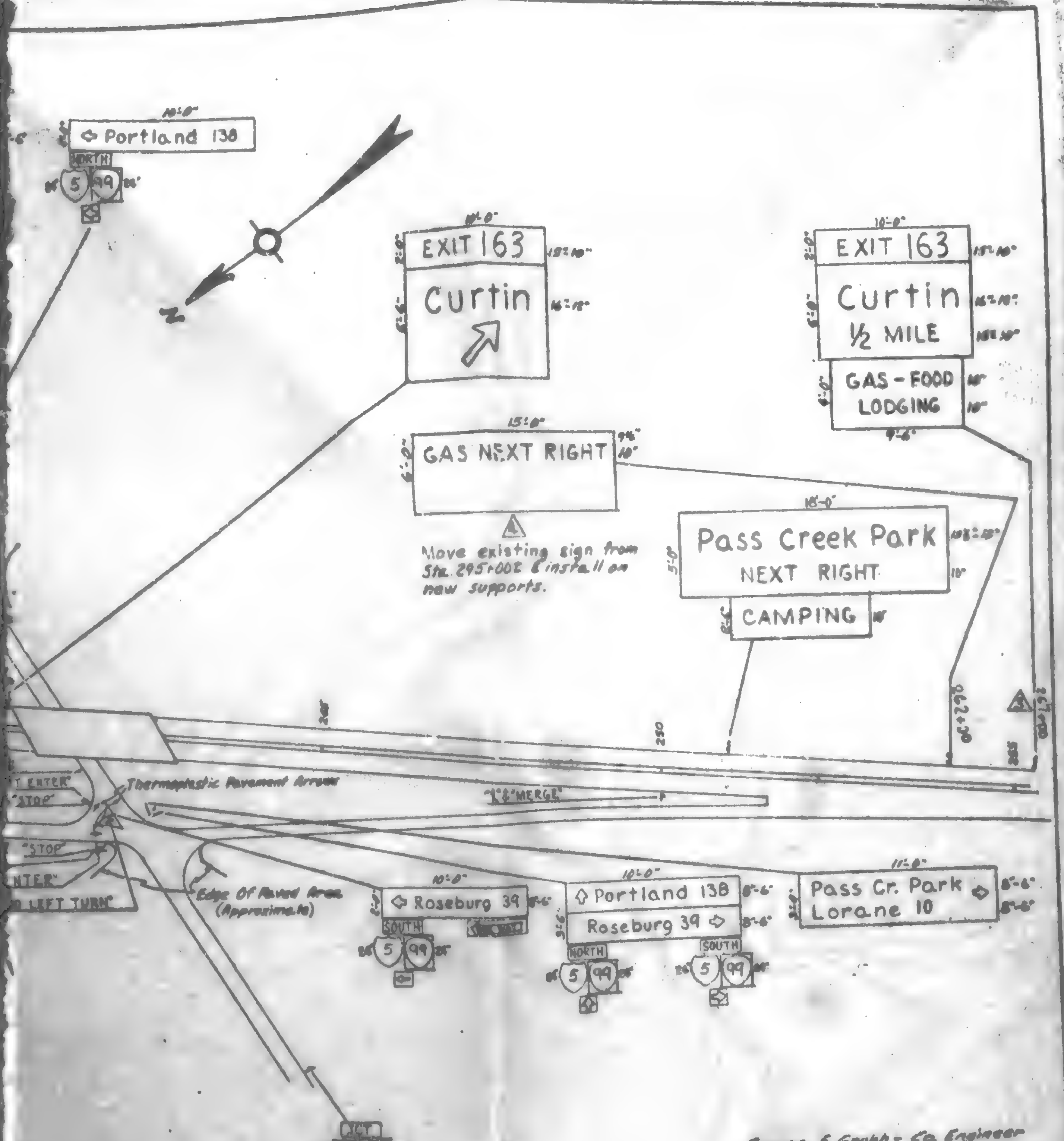
IONS
Sign On 7/27/77
Sign On 7/27/77

George E. Grubb - Co. Engin
COUNTY APPROVAL
6 1/1/1973
DATE

SIGNING PROJECT
CURTIN INTERCHANGE
PACIFIC HIGHWAY
DOUGLAS COUNTY

7/25/77
-7/26/77

Action	Date	Signature	
Submitted	4-11-73		Traffic
Approved	5/10/73		Sign E
"	7/19/73		Traffic
"	7/31/73	Ed	Asst. H
Accepted	2/21/74	B. K.	USBP



10'-0"
⇦ Portland 138
NORTH
5
99
N
10'-0"
EXIT 163
Curtin
15'-0"
GAS NEXT RIGHT
Move existing sign from Sta. 295+00± & install on new supports.
10'-0"
EXIT 163
Curtin
1/2 MILE
GAS - FOOD
LODGING
15'-0"
Pass Creek Park
NEXT RIGHT
CAMPING
230
285
Thermoplastic Pavement Arrows
"STOP"
"LEFT TURN"
"MERGE"
Edge Of Paved Area (Approximate)
10'-0"
⇦ Roseburg 39
SOUTH
10'-0"
⇧ Portland 138
Roseburg 39 ⇨
NORTH
SOUTH
11'-0"
Pass Cr. Park ⇨
Lorane 10
JCT

George E. Grabb - Co. Engineer
COUNTY APPROVAL

6 11 1973
DATE

SIGNING PROJECT
CURTIN INTERCHANGE
PACIFIC HIGHWAY
DOUGLAS COUNTY

Mile Post

Action	Date	Signature	Title
Submitted	4-11-73		Traffic Control Engr.
Approved	5/10/73		Sign Engineer
"	7/19/73		Traffic Engineer
"	7/3/73	Ed [illegible]	Asst. Hwy Engr.
Accepted	2/13/74	D K [illegible]	USBPR

7/25/77
-7/26/77

9037

1-5

Salem, Oregon
July 28, 1977

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Alfred Shirley, Jr.
Region III Engineer

Rattlesnake Quarry
Martin Creek-Comstock
Comstock-Anlauf Interchange
Pacific Highway
Lane and Douglas Counties

We recently discussed the feasiblity and desirability of modifying the E.I.S. to designate the Rattlesnake Quarry as a perspective material source.rather than a mandatory source. As a result of these discussions you expressed a desire to amend the E.I.S. to reflect this change.

Please have your Region Environmentalist proceed with the necessary paper work to accomplish this action. If we can be of assistance, please advise.

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] K. [illegible], F.H.W.A.

RECEIVED
JUL 29 1977
ROAD DESIGN SECTION

Versteeg
Olson
Christensen
Scott
1 Swenson
Savage
2 Trout

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

[illegible] 37

Salem, Oregon
July 20, 1977

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Head of Engineering

Alfred Shirley
Region 3 Engineer

Material Source
Comstock-Anlauf Section
Martin Creek-Comstock Section
I-5

The Rattlesnake Butte Quarry is presently the mandatory material source for both of these projects. This is a request that the geological investigations and reports for this material source be reviewed in detail to determine if all the necessary data is complete.

If the information is complete, copies should be made available to the resident construction engineer who will be assigned to each project. He in turn can make these reports available to the bidders when the projects are advertised sometime next year.

JHV:jh
cc: John Bond
Frank Terpin

RECEIVED
JUL 20 1977
ROAD
DESIGN
SECTION

Versteeg
Olson
[illegible]
Scott
Swenson
Savage
copy Trout

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Bring Up / /
Other

1031

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 20, 1977

FILE:

FROM: J. H. Versteeg
Head of Engineering

TO: E. S. Hunter
Manager of Technical Services

SUBJECT: Status Report
Comstock-Anlauf & Martin Creek-Comstock Sections
Pacific Highway
Douglas & Lane Counties

Attached is a status report on the Comstock-Anlauf and the Martin Creek-Comstock reconstruction projects in Douglas and Lane Counties.

The 7 million dollar Comstock-Anlauf Project could be advertised for an April 1978 contract letting. The completion of the structural design is the key element in getting this project to contract. The 17 million dollar Martin Creek-Comstock Project could be advertised for an August 1978 contract letting. The control in this instance is the required right-of-way acquisition time closely followed by the time required to design the structures.

The Rattlesnake Quarry is the mandatory source for both projects. This is going to create some scheduling problems with two contractors obtaining material from the same area. This can be handled but it is inefficient and there will be some additional expense. The possibility of a supplement to the EIS changing the mandatory source to a prospective source is under review by Bud Shirley. This would not totally resolve the material source problem but would be helpful.

JHV:jh
cc: Walt Hart
Bud Shirley
J. B. Boyd

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 20 '77
[redacted] TO
FOR

Info	Inves	R/D	C/R	Sign	Act	File

9037

Bruce Boyd
Right-of-Way Engineer

July 19, 1977

E. S. Hunter
Technical Services Engineer

Divide-Comstock and Comstock-Anlauf Sections
Interstate 5

Right-of-way acquisition is stil holding up the contracting of the Divide-Comstock and Comstock-Anlauf Sections of Interstate 5. Both these sections have long been in need of completion to Interstate standards and now are apparently in need of the overlay which is a part of the projects.

For environmental reasons, there is one mandatory material source for both projects. We are therefore planning to combine the two sections into one contract and, in order to make use of the 1978 construction season, I would like to advertise it in January of 1978.

Please do everything possible to clear the right-of-way by that date.

ESH:ja

cc J. H. Versteeg
Walt Hart
Bud Shirley

1-5

9037

Salem, Oregon
July 15, 1977

J. E. Verstoeg
Head of Engineering

J. B. Boyd
Right of Way Engineer
BUILDING

49669 - Hoyt
Martin Creek-Comstock Section
Pacific Highway
Lane County

Attached is an advance description (4 Parcels) and an authorization covering R/W and an easement at the Northerly end of the subject project.

Parcel 4 of this File is for a detour easement that is also required for the adjacent project (Comstock-Anlauf) and the time limit is to cover both projects.

R/W prints will be sent to your office soon.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:ng

Attach.

7637

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
July 12, 1977

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Truck Turnaround
Comstock-Anlauf Contract
Martin Creek-Comstock Sec.

TO: J. H. Versteeg
Road Design Engineer

Attention Bill Cole

Herewith vicinity map and plans for a truck turnaround to be used for transporting material from Rattlesnake Quarry to stockpile site on Comstock-Anlauf Section.

I agree with D. W. Greene that the use of the half interchange at Hawley Rd. makes better sense. It also opens up the possibility of using a commercial source as an alternate to the state-owned quarry. Rock from this commercial source is being used on Drain-Rock Creek Section at present.

Please advise if additional info is necessary.

jjg/cw
Encl.

RECEIVED
JUL 15 1977
ROAD DESIGN SECTION

Versteeg
Olson
[illegible]
Scott
Swenson
Savage
Travis

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

1037

1

July 12, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Engineer

SUBJECT: File 41983 - Watrous
Comstock-Anlauf Section
Pacific Highway
Douglas County
Project I-5-3(97)162

By your letter of May 25, 1977, (HRW.1-OR) you deemed it advisable to have the appraisal prepared on a "before and after" basis.

Attached per this recommendation are copies of the revised appraisal and review.

We trust this will adequately answer the questions raised.

JBB:ob
Attachments

cc - H. Scott Coulter ✓
E. S. Hunter
M. M. Mead

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUL 13 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible] 21-2
T 5 S.
JP.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 25, 1977

In reply refer to: HRW.1-OR

SUBJECT: Oregon Project I-5-3(97)162
Comstock-Anlauf
Appraisal - File No. 41983, Watrous

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

The acquisition from this rural residential property results in leaving two landlocked remainder parcels. The damages to these two parcels constitute a significant portion (29%) of the value of the acquisition which was estimated by preparation of a "taking only" appraisal.

Because of the diverse ways the acquisition from this property may affect its remainder value, we deem it advisable to have it appraised on a "before and after" basis. Remainder values assigned should be supported with available data.

G. Mathes for
G. L. Green

CC:
OSHD (J B Boyd)
OSHD (M Mead)
Quesnel

STAT
MAY 26 '77
REFER TO
Boyd
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						X

orig. to:

9037

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
June 21, 1977

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Divide-Comstock
Pacific Highway
Douglas County

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

Several years ago when we were working on the design of the subject section, Mr. Klaboe suggested that we be very generous with our right-of-way takings to provide a scenic corridor.

The survey has come in from the field with a special right-of-way map showing extra right-of-way to provide this corridor and also other properties presently owned by the State which could be sold as excess after construction. Attached is a copy of an 1"-400' map showing the existing right-of-way in red and the extra proposed purchases and excess holdings in green. The three proposed purchases have been numbered 1, 2, and 3.

Parcel 1 contains about 52 acres and has a homesite on it. This has been justified for purchase because it is less expensive than serving the property. This is covered in the EIS. ok

Parcel 2 is owned by Weyerhaeuser and contains about 65 acres. This is described for possible purchase as a scenic strip in the EIS. Right-of-way estimates this at $190,000. ok

Parcel 3 is on the Comstock-Anlauf Section and contains about 8 acres. It is not mentioned in the EIS. Right-of-way estimates this at $22,000. ok

If we wish to buy the parcels for a scenic corridor it will cost $212,000 since number 1 is covered under regular right-of-way takings. It is estimated that surplus State property is valued at $430,000.

In view of this, do we wish to purchase this extra right-of-way to provide the scenic corridor. ok

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STATE HWY ENGR
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FOR

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DNS:az

6-28-77
Versteeg
yes
ESH

9037 [illegible] 1-S

Form E-383—(Rev. 11-68)

OREGON STATE HIGHWAY DEPARTMENT
Revision Request

R/W Map 1A-13-2

Option File Numbers 48792

To: Design Division

Request for Revision of:

R/W (X) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) Other

Request originated by Ken Rolfe Date May 25, 1977

Request approved by Ken Rolfe Date

Section Comstock-Anlauf

Highway Pacific

Unit

County Douglas

Reason for Revision:

This file originated as a hardship request for an entire acquisition. The file has been r.c.'d so the description should be revised to the taking only.

Revised Files returned to R/W Div. Date May 25, 1977

Copy to:

R/W Files
Design Div.
R/W Div.
Final Design Sect.
Div. Engr.

9037 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 25, 1977

Thomas L Savage

FROM: Thomas L. Savage
Landscape Engineer

TO: MEMO TO THE FILES

SUBJECT: Comstock-Anlauf Interchange
Pacific Highway
Douglas County
Erosion Control

Jim Lauman, Fish and Wildlife, suggested we review CH2M specifications for erosion control. He was impressed with their success on their Beaverton-Rock Creek sewer project.

Although the wording and arrangement of their specifications is quite different from ours, they used basically the same techniques we use, know about or have tried.

Jim was primarily interested in establishing a turf during the summer, immediately following each completed area. This can be done. It would be necessary to require the contractor to complete each area that drains into the stream as he goes. The size of the area would be arbitrarily determined, for example, one to two acres. Then he would apply seed and mulch, plus materials such as jutte netting, as required, to the area. During the summer, regular watering would be essential to keep the grass growing. An appropriate seed mix can be determined for summer growth in that climate.

If this plan is adopted, it will no doubt raise the cost of the erosion control work significantly. However, in comparison to the total cost of the project, this may not be too much.

TLS:az

* Versteeg
2 Olson
3 Christensen DDC
Scott
Swenson
Savage
4 Trout
Watson

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Comstock-Anlauf

5-17-77

D.O.C.

#4. Property owner may be pumping gas to public on public R/W. Lowe says, if this is so FHWA cannot participate in any costs for removing, closing etc. of pumps. Gix believes there is a question as to R/w in this area. Also, regardless of FHWA, State should share or pay in full total costs, Gix's feelings.

#6. Region have obtained permits of entry to do drilling. Question of benching cut can then be answered.

R.R. Agreement.

Field work has been completed and mailed in. ~~I have not seen it.~~ We have received data.

P.C.C. Overlay

Requested base design. When Mann is back on project, he will make a study.

NOTED
D. O. Christensen

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 18, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Comstock-Anlauf
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

A review of the stage construction, temporary erosion control measures and the proposed stockpile site was held in Eugene, Tuesday, April 12, 1977.

Stage Construction:

Two methods for stage construction of the Anlauf Interchange were presented. Plan 1 staged the Umpqua Highway traffic (2,700 ADT) through the construction area during the life of the contract. Plan 2 utilizes the Curtin Interchange and County Road as a detour route for the Umpqua Highway traffic for approximately one year. Plan 2 was presented as being more suitable than Plan 1. Traffic handling is simpler, more economical, fewer stages required, etc.

To insure that the project can proceed to the earliest possible letting, several items will require immediate action.

The Region will pursue the following items:

1. Obtain an agreement with Douglas County to use the County Road from the Curtin Interchange to the Umpqua Highway for a detour. Final Design will furnish the Region with the detour plan to include in the agreement.

2. Obtain agreement with Douglas County to use Buck Creek County Road as a haul road for embankment materials.

3. Make an agreement with the property owner for a possible haul road left Sta. 288± to Sta. 315±.

4. Have Douglas County negotiate with property owner to relocate or close the gas pumps at the grocery store and service station while County Road is being used as a detour.

5. Region Utility Engineer to locate the utility poles on the project.

6. Have the cut areas in the Anlauf Interchange drilled for determination of rock. Will blasting be required in the cut areas? Will road closure be required during blasting operations?

7. Prepare a development and reclamation plan for the proposed plant set up and stockpile site. Obtain a lease for the proposed area. The following items should be reflected in this plan:

   a. Obtain a permit (zone change) from the county.

   b. Determine what controls will be necessary on the plant operations. (Noise, dust, smoke, times of operation)

   c. Determine number and proximity of neighboring residences and businesses.

   d. Determine what protective measures will be necessary to protect Buck Creek (from waste water, spillages, debris, etc.) and to protect established vegetation from various operational procedures.

   e. Show plant set up area, stockpile sites and the location and type of revegetation (seeding, mulching, shrubs, trees, etc.).

   f. Site clean up and disposal of excess, reject, and waste materials.

8. Provide a disposal area for concrete debris from the two structure removals.

9. Determine approximate completion date for right-of-way acquisition.

10. Furnish the Final Design Section with temporary erosion control measures with pictures, if available, used on the Slater Creek-Mystic Creek Section.

11. Conduct a field survey for the preparation of a P.U.C. map at the County Road crossing of the S.P.R.R. The vicinity map should be prepared in accordance to Article 2.5.6. and 2.5.7. on pages 67 through 71 of the Manaul of Instruction issued by the Construction Division. The vicinity map should include the information as called for on the enclosed excempt from a P.U.C. application form. Jim Chidsey, Railroad & Utilities Engineer, will act as a liaison agent to have the County submit the map for P.U.C. approval.

1 Versteeg ✓
Olson
2 Christensen Doc
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Savage
3 Trout A
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Final Design Section:

1. Prepare plans to add the Ward Butte Structure to this project. Temporary accesses will be added at the structure location to be used as access to the Rattle Snake Quarry for surfacing materials. These temporary accesses will be used on the Martin Creek-Comstock project for hauling embankment materials. Prepare encroachment map and descriptions for the encroachment onto S.P.R.R. property.
2. Prepare P.U.C. map for at grade crossing of the S.P.R.R. on the detour route.
3. Obtain the approval from the Fish and Wildlife Commission for the proposed channel changes in Pass Creek and Buck Creek.
4. Review for possible permits of any wet lands.
5. Inform the Environmental Section for early completion of Archaeological and noise studies.
6. Review additional costs of extending the "D" Line entrance ramp southbound from the Anlauf Interchange. Structure widening would be required for this ramp.
7. Furnish the Bridge Department with grades, super runoff charts and plans at structure locations.
8. Have a study prepared for the use of Portland Cement Concrete overlay on Pacific Highway.
9. Furnish the Region and F.H.W.A. the stage construction plan, narrative and temporary protection and direction of traffic as soon as the plans are complete.
10. Prepare temporary erosion control measures to be included in the plans.

Bridge Design Section:

1. Actively pursue design on Ward Butte, Anlauf Undercrossing, Buck Creek Overcrossing, S.P.R.R. Overcrossing, Pass Creek Overcrossing and double 12' x 8' R.C.B.C. with fish baffles in Buck Creek.
2. Determine deck treatment for the Curtin Interchange (Bear Creek) structure on Pacific Highway.

LKW:az
cc: Jim Gix, w/encls.
Tom Lowe, F.H.W.A.
Ted Thompson
Ellis Jones
Tom Savage
Gordon Olcott
Norman Mann
Jim Chidsey

9037 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem 97310
May 16, 1977

FROM: Virgil P. Wilson
Act Adm. R/W Agent

Virgil Wilson

SUBJECT: Divide-Comstock Section
Douglas County

TO: J. H. Versteeg
Road Design Engineer

Attached is a copy of a meeting report by Dick Wilson with Weyerhaeuser Co.

Weyerhaeuser is investigating the two connections and will be in contact with Region Engineers when their field work is complete.

VW:ha
Att.
cc: Bud Shirley

1 Versteeg ✓
2 Olson [illegible]
3 Christensen Don
Scott
Swenson
Savage
Trout

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MAY 16 1977
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BY FINAL DESIGN ENGINEER

☐ Legal Owner ☐ Contract Purchaser ☐ Other________ File No.________________

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name________________

☐ Acquisition ☐ Relocation ☐ Other________ Section Divide-Comstock

Name Weyerhaeuser Company Address 42nd Street, Springfield, OR

Documents Delivered:

Area of Taking ☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Amount Approved $________

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
5-11-77	Jack Gischel, Jr. Land Use Supervisor Harry Williams Engineer ? Engineer Dick Wilson

Before calling for an appointment for this meeting, the problem was discussed at length with Mr. Shirley, and Mr. Gix in the Region III office Monday, May 9, 1977.

I met with the three men listed above in the General Region Office of the Weyerheauser Company in Springfield at 1:30pm. Prior to this time, and the reason behind the meeting was the fact the Weyerhaeuser Co. had applied for a permit to construct a road approach to Interstate 5 at Sta. 79+00, Divide-Comstock Section, in Douglas County. This is a section of the Interstate system which has not, as yet, been brought up to full freeway standards. There are numerous access points which have not been purchased from the local owners. The Weyerhaeuser Co. apparently still owns access rights at Sta. 56+75, 79+00, 92+75, and 113+50, as well as rights to cross State owned land from Ward Butte Rd. to their land in Sec. 10 of Twp. 21S, R. 4W, WM.

Apparently there was someone from our department who had voiced some surprise at the fact the Weyerhaeuser Co. still owned access rights in this area, because the conversation started by Mr. Williams asking me if we were questioning their right to the accesses. I told him, as far as I knew, at this time, the Company did own the rights and that was not the purpose of me meeting with them. I said I had no information to the contrary. It was then explained to them that within the future, perhaps in the next couple of years, this section of freeway would be brought up to freeway standards. Since, with this in mind, we would be back later to buy their access rights, it was hoped we might be able to alleviate a lot of time and money rebuilding roads--both frontage roads and their private roadways--if we could work out a comprehensive plan and put it into effect at the present time instead of later.

RIGHT OF WAY SECTION
RECEIVED
MAY 13 1977

By____________________
Right of Way Agent

Use reverse side (tumblehead)
(tumblehead)

FORM 81-734-3708

5-11-77
Cont.

I then explained it appeared that we could first work on the access from Ward Butte Rd. to their property in Sec. 10. (Mr. Gix brought this out at our previous meeting with Mr. Shirley. Since we need the material it would produce to build this short section as fill material, Mr. Gix felt we could perhaps get this done for them this summer.) They would be able to get to their land over a roadway which would still be in existence after the freeway construction was completed, and their permit at Sta. 79+00 would not be needed, at this time. Later, and according to Mr. Gix, we would propose that the State allow access across State land (Perhaps the State could even build a frontage road for this purpose and alleviate a terrific amount of damages.). By using these 2 accesses to their property we would then buy their remaining access rights at the other 3 locations, consider any possible damages by reason of doing this, and, perhaps, solve the entire situation. This access would be from the Comstock Interchange back to their land.

I explained to the 3 men that because this project had not been programed for construction, or, as far as I knew, it was not contemplated to even buy right of way for this section yet, it might take a little time to arrange for funds to even buy their access rights. I said we would surely do everything possible to expedite things for them in an orderly fashion. I told them we were all aware of the fact they have a large timber holding in the area which needs attention, and we know certain things are necessary to be done. We would try to cooperate to the fullest extent and work out anything possible to see that they would not be overly inconvenienced. I also explained to them that, eventually, we had a freeway to build through the area and our aim was to get this done with the least amount of inconvenience to everyone concerned.

Another point that was brought out was the fact that, although the company has the right of access from Ward Butte Rd. to their land across State owned land, there is a piece of privately owned property between the State land and theirs. This is the Addison tract, which, I believe, we plan to buy in full. I told them I didn't see where this would create any great problem. If we do buy this in full, and, if it were more practical to extend their access road further southerly across this land, it could probably be worked out.

To restate what I have said above, we discussed closing all direct accesses to the road, but leaving them access via a frontage road extending to their land from the Comstock Interchange, and another access from Ward Butte Lookout Rd. to the other end of their property in Sec. 10.

The 3 men I talked with were exceedingly helpful, cooperative, and seemed to be sincerely trying to help us work things out to the best advantage of everyone concerned. They are to go onto the ground at both locations and check grades, present roadways, and all other aspects of accomplishing whatever they need to do and then get back in touch. We'll discuss any problems that arise.

There was some discussion about them perhaps accepting, in trade, any excess State land. (We do have several tracts which may or may not be excess which adjoin their land. They might be reserved as scenic strips.)

Cont.

5-11-77
Cont.

I am sure these people wish to work out something on a permanent basis as far as their accesses are concerned so they will be able to build their on-property road systems. I, therefore, told them I would make a full report of our conversations at the meeting, would keep them informed as to reactions and decisions byour department. I said we would do our best to work it out and let them know what we can and cannot do at this time.

By Richard Wilson
Richard Wilson

9037

1-5

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 16, 1977

FILE:

FROM: RW Richard Wilson
Region Appraiser

TO: MEMO TO FILE

SUBJECT:
Section: Anlauf Interchange
Highway: Pacific
County: Douglas
Re: Gas pumps at grocery store (Moving or closing)

On May 11, 1977, I stopped by and talked to the owner of the Grocery Store on the County road at Curtin. We discussed possible moving of his gas pumps to make more room for our trucks hauling material during construction of subject section. We also discussed the possibility of getting him to close the pumps for a period of time and the State reimbursing him for any possible loss because of this action.

The owner of the store is Del Schuller, Box 1, Curtin, OR. (The Post Office is in the store). Mr. Schuller's phone number is 942-2013.

Mr. Schuller was told that someone would probably be by later to negotiate this with him and that I was there merely to break the ice and let him know what was tenatively being planned. He seemed quite interested and expressed his willingness to get along with everyone and indicated we would not have too much trouble working things out.

RW:ldp

Copy to J. B. Boyd

REFERRED TO
___ Beard ___ ___ Reed ___
___ Cole ___ ___ Semple ___
___ Eriksen ___ ✓ Watson RW
___ Hager ___ ___ Wolfe ___
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Olson
3 Christensen
___ Scott ___
___ Swenson ___
___ Savage ___
___ Trout ___

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7037   5-13-77   Jim Gip   1-5

REPORT OF PERSONAL INTERVIEW

☐ Legal Owner ☐ Contract Purchaser ☐ Non-White
☐ Other ______ File No. 49363
☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Roberts, H. Frank
☐ Acquisition ☐ Relocation ☐ Other ______ Section Anlauf Interchange

Name H. Frank Roberts Address 1420 Avendale Road, Hillsboro, Calif. 94010

Documents Delivered: Area of Taking ______ Amount Approved $______

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☒ Unimproved

Documents Delivered	Date	Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
Brochures, A & R							
Letter, O-Benefit		1st					
Option		2nd					
		3rd					
R Claim Forms		4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
5-13/77	Mr. Roberts & Dick Wilson — Via Telephone — Mr. Roberts Phone 415-347-4494

I called Mr. Roberts and explained to him who I was and told him I was calling to see if he was interested in leasing his remaining land, after the taking, to the State for a Material Storage site and Batch Plant site. I also told him we would no doubt store some machinery on it too. Although there was no way to tell him for sure when the project would be starting it was anticipated we would need the area for about two years or until the project was completed. He was informed that we would no doubt clean up the area at the beginning of the project and at the duration it would be left in as good or better condition than it is now.

We discussed price and he was told that first we wanted to be sure he was interested and if so we would have an appraisal made of the lease value and negotiate it along with the negotiation for the land we need in fee.

Mr. Roberts seemed quite agreeable to this sort of lease. I told him it would take a little time to get things ready and someone would contact him later about it.

ROSEBURG REGION
RECEIVED
MAY 16 1977

cc: Lyle Watson
D. W. Greene.

By ______
Right of Way Agent

FORM 81-734-3708   Use reverse side (tumblehead)

9037

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 10, 1977

N. E. Mann

FROM: N. E. Mann
Senior Designer

TO: MEMO TO THE FILE

SUBJECT: Comstock-Anlauf Section
Pacific Highway
Douglas County
Anlauf Interchange "D" Line
Accelleration Lane

The shortness of the "D" Line Accelleration Lane was discussed with Olson and Stoudenmeyer. The proposed lane is 350'-900' long ending at the Buck Creek Overcrossing Structure. To lengthen this accelleration lane would involve widening the overcrossing structure 8' at a cost estimated to be $38,000. Also it would mean widening the roadway south of this structure for a distance of approximately 200'. This is through an area that a rock inlay has been placed to stabilize a slide condition. The ADT on this ramp is 50.

It was the recommendation of both Olson and Stoudenmeyer that this ramp not be lengthened. They say the ramp as it is now proposed will be adequate to take care of the light amount of traffic using it.

NEM:az
cc: James Gix
Walt Hart
Tom Lowe
Ellis Jones

1 Versteeg ✓
Olson
2 Christensen
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 14, 1977

Tom Savage

FROM: Thomas L. Savage
Landscape Engineer

SUBJECT: Comstock-Anlauf Interchange
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

On Tuesday, April 12, I visited the project site. Based on my observations, the following proposals are offered:

CHANNEL CHANGES:

① Trees should be planted on the south banks to provide shade. ① Shrubs may prove valuable aesthetically and for wildlife but would not provide much shade as stated in the E.I.S.

Trees should be bare root whips, rather than cuttings. We will not have results of our experimental planting of willow cuttings on the Slater Creek-Mystic Creek Section for some time.

Since we will have plantings along the channel changes in this contract, it may be desirable to include tree plantings in other areas of the project. This would meet our commitment to landscape the project, as stated in the E.I.S.

The Landscape Unit will prepare study plans of the project for review. The plans will show the following:

1. Areas where vegetation can be preserved.

2. Tree and shrub plantings.

3. Cut and fill slopes with required erosion control measures.

4. Contour grading.

The Landscape Unit will confer with others involved concerning the geology of the cut slopes. We can then make an accurate estimate of surface erosion control measures that may be necessary.

① plan to plant both, Hy

TLS:az
cc: A. D. Olson
L. K. Watson
C. M. Williams
Gordon Alcott

1 Versteeg ✓
2 Olson elq
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Swenson
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Salem, Oregon
April 11, 1977

DWStoudenmeyer
D. W. Stoudenmeyer
Preliminary Design Supervisor

Divide-Comstock Section
Pacific Highway
Douglas County

Virgil Wilson
Region 3 R/W Supervisor

Attached are 1"=800' right-of-way maps showing the subject section. The parcels shown in red will be surplus to our future needs. The parcels shown in green are to be purchased for a scenic strip or forest corridor.

Please give us estimates of the values of each individual parcel both excess and to be purchased.

DWS:az
cc: [illegible] [illegible]ley
[illegible]

9037

Plan 1 1-5
March 21, 1977

COMSTOCK-ANLAUF INTERCHANGE
PACIFIC HIGHWAY
DOUGLAS COUNTY

CONSTRUCTION SEQUENCES FOR PLAN 1 STAGE CONSTRUCTION

STAGE 1:

Install temporary lighting in vicinity of Anlauf Undercrossing site.

Remove portion of inlet end of existing 10' x 10' R.C.B.C. under southbound lanes.

Install temporary drainage structure.

Construction middle portion of 12' x 8' R.C.B.C. (2 months).

Construct 12' x 8' R.C.B.C. under "C" Line (optional).

Construct 50' of embankment at westerly end of Anlauf Undercrossing. (Sta. A^{u} 298± .

Construct Southbound detour.

Widen Northbound lanes (Sta. 303± to Sta. 312±) (Section A-A).

Start grading and paving of Buck Creek Road. (Optional)

Start 50' of embankment at Buck Creek Road Structure, S.P.R.R. Structure and Pass Creek Bridge.

STAGE 2:

Switch southbound traffic to southbound detour.

Construct westerly portion of 12' x 8' R.C.B.C.

Construct bents 2 & 3 and false work of Span 2 of Anlauf Undercrossing Structure. (3 months)

STAGE 3:

Switch southbound traffic back to existing southbound lanes.

Grade and pave portion of main roadway Sta 300± to Sta. 309±. (Section A-A)

Grade and pave northbound detour (Section B-B).

Construct 80'+ falsework of Span 1 over northbound detour. (Anlauf Undercrossing)

Complete grading and paving of Buck Creek Road.

Complete 12' x 8' R.C.B.C. under "C" Line.

Construct channel changes: Sta. 200+ to Sta. 205± Rt.
Sta. "A^u" 335± to Sta. "A^u" 343± Lt.

Construct Umpqua Highway detour ("TL" 290± to TC 298±).

Complete min. 50' embankment at ends of Buck Creek Road Structure, S.P.R.R. Overcrossing Structure, and Pass Creek Bridge.

Commence construction of Buck Creek Overcrossing, S.P.R.R. Overcrossing, and Pass Creek Structures.

STAGE 4:

Switch traffic to northbound detour.

Switch traffic to reconstructed Buck Creek Road.

Switch traffic to Umpqua Highway detour.

Complete 12' x 8' R.C.B.C. under "L" Line.

Divert Buck Creek through New R.C.B.C.

Remove 50± of existing R.C.B.C.(under northbound lanes) and backfill.

Drive sheet piling left of detour (through structure area).

Grade and Pave: "A^u" Line
Portions of "A", "B" and "C" Lines
"D" Line
"A" Line Detour (Section F-F)

Complete Construction on: Anlauf Undercrossing (with exception of Slope Paving at Bend #1)
Buck Creek Road Overcrossing
S.P.R.R. Overcrossing
Pass Creek Bridge

Construct Road connection at Sta. "A^u" 330+30.

STAGE 5:

Switch Umpqua Highway traffic to "A" Line "A" Line detour, "C" and "D" Lines.

Remove two existing Umpqua Highway structures and roadway including existing embankment. (Excess)

Grade and Stage Pave northbound Lanes Section B-B and C-C (Sta. 275± to Sta. 301±).

STAGE 6:

Switch northbound traffic to constructed portion of northbound lanes.

Note: Northbound traffic which wants to exit to Umpqua Highway will need to use either the Buck Creek Road Exit or the Curtin Interchange Exit.

Complete grading of: northbound lanes
"A" Line (This will require two stages - see section F-F Stage A and Section F-F Stage B)
"B" Line
"C" Line

Remove "A" Line detour and balance entrance ramp.

Complete slope paving at Bent #1 Anlauf Undercrossing structure.

Complete final paving operations.

Plan 1
Sheet 1
March 21, 1977

COMSTOCK-ANLAUF INTERCHANGE
PACIFIC HIGHWAY
DOUGLAS COUNTY

STAGE CONSTRUCTION PLAN 1

Advantages: Maintains traffic in its present pattern.

Disadvantages:

1. Construction and removal of approximately 1,600 feet of two lane detour. (Requires 45,000 c.y. additional excavation; necessitates throwing away 6,800 tons aggregate base and 1,900 tons of asphaltic concrete).

2. Involved staging of traffic and construction. This is created by tight horizontal and vertical controls coupled with the construction of the Anlauf Undercrossing Structure.

    a. Profile grade of detour boarders on being unacceptable (sight distance and driveability both are close to being inadequate.).

    b. Involved temporary protection and direction of traffic.

    c. Involved and additional construction and engineering work.

3. An additional detour must be constructed for southbound lanes for stage construction of 12' x 8' R.C.B.C.

4. Increased cost of project.

9037

Plan 2 1-5
March 21, 1977

COMSTOCK-ANLAUF INTERCHANGE
PACIFIC HIGHWAY
DOUGLAS COUNTY

CONSTRUCTION SEQUENCES FOR PLAN 2 STAGE CONSTRUCTION

STAGE 1:

Install temporary lighting through Anlauf Interchange Construction Site.

Install temporary drainage structure and construct middle portion of 12' x 8' R.C.B.C.

Widen northbound lanes Sta. 303± to Sta. 312± (Section A-A).

Start grading Buck Creek Road. (Optional)

Construct 50' embankment at each end of Buck Creek Road Overcrossing, S.P.R.R. Overcrossing, Pass Creek Bridge and Anlauf Undercrossing.

Grade and pave Umpqua Highway detour.

Construct channel changes: Sta. 200± to Sta. 205± Rt.
Sta. "A" 335± to Sta. "A" 345± Lt.

STAGE 2:

Switch northbound traffic to widened portion Sta. 303± to Sta. 312± (Section A-A).

Switch traffic to Umpqua Highway detour.

Grade and place aggregate shoulder material on northbound and southbound lanes Sta. 197± to Sta. 283± (Section D-D).

Grade and stage pave northbound lanes (Section A-A, B-B).

Grade and pave portions of A, B, C, and D Lines. Complete grading and paving Buck Creek Road.

Construct: Buck Creek Road Overcrossing Structure
S.P.R.R. Overcrossing Structure
Pass Creek Bridge

Install Detour Signing, railroad signal gates, construct guardrail, and flatten curve on "Detour Route".

Overlay "Detour Route" as required.

STAGE 3:

Switch Buck Creek Road traffic to reconstructed Buck Creek Road.

Switch the Umpqua Highway traffic to the "Detour Route" through the Curtin Interchange

Switch southbound traffic to graded and stage paved portion of northbound lane Sta. 290+ to Sta. 305±.

Construct right portion of 12' x 8' R.C.B.C.

Remove existing Umpqua Highway including two structures.

Complete grading and stage paving of: northbound lanes
southbound lanes
"C" Line
"D" Line

Grade portion of road conn. Sta. "A^{u}" 330+30.

Construct Bent 2 and 3 and place falsework of Span 2 Anlauf Undercrossing Structure (3 months±).

STAGE 3A:

Switch southbound traffic (Sta. 290+ to Sta. 305±) back to existing southbound lanes.

Construct falsework for Span over northbound lanes (Anlauf Undercrossing Structure).

STAGE 4:

Switch northbound traffic to completed northbound lanes.

Complete 12' x 8' R.C.B.C.

Divert Buck Creek to new Box.

Complete grading and paving of: "A" Line
"B" Line
Road Connection Sta. "A^{u}" 330+30

Complete construction of Anlauf Undercrossing structure (6 to 9 months).

Complete final paving.

Open New Umpqua Highway facility to traffic.

Plan 2
Sheet 1
March 21, 1977

COMSTOCK-ANLAUF INTERCHANGE
PACIFIC HIGHWAY
DOUGLAS COUNTY

STAGE CONSTRUCTION PLAN 2

Advantages:

1. Does not have the complexity of Plan 1.
2. Approximately 2,700 vehicles per day would be removed from passing through the Anlauf Interchange.
3. Should result in lower costs over Plan 1.
4. The existing pavement to be removed could be recycled and used on this project.
5. Final subgrade and surfacing can be used for Detour of southbound traffic during Stage Construction of 12' x 8' R.C.B.C.

Disadvantages:

1. Traffic must be rerouted over approximately 2 miles of county roads. (The County has given tentative approval of this.)
2. Grade crossing of the S.P.R.R. A signal will be required at this corssing. (7-9 trains per day; 2,700 ADT additional)
3. The gas pump area of a small general store encroaches on the roadway. (A right-of-way negotiation should resolve this.)
4. Several areas along the route will need safety work done. (Guardrail, curve easement, etc.)
5. There is a school adjacent to the proposed route. (The School is closed and is expected to remain closed for 2-3 years)
6. The noise level along the route will increase. (Gary Potter does not think the increase will be beyond any acceptable level.)
7. There may be maintenance work required on the detour route. (An asphalt concret overlay?)
8. Adequate signing on both the freeway and detour route.

9037

March 18, 1977 1-5

COMSTOCK-ANLAUF SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

Methods for hauling excavated material from the Anlauf Interchange area:

1. Haul almost directly across the freeway.
2. Haul north to the Curtin Interchange and crossing under the freeway at that point
3. Construction of a haul road structure over the freeway. (Two locations possible.)
4. Construction of a haul road southerly from Anlauf to the Buck Creek county road, which can be used to cross under the freeway. (Two locations possible.)
5. Install a conveyor belt over the freeway.

Haul Methods--their advantages, disadvantages, and impact on proposed Stage Construction Plans.

Approximately 300,000 c.y. excavation to haul

1. Haul method (1) above presents an extreme traffic safety problem. Loaded trucks must enter and crossover the two northbound lanes of traffic then merge with and crossover two lanes of the southbound traffic before exiting in the vicinity of the "C" Line. The northbound crossover would have to be accomplished in a distance of 800'±. Horizontal and vertical sight distances are minimum. The southbound crossover would need to be done in 1,000'± Crossing in area of weaving movement. Approximately 30,000 trucks would be making these movements during the life of the contract.

   An alternative to the southbound crossover movement would be to use the existing Umpqua Highway and Anlauf undercrossing then exit from the Umpqua Highway at some convenient point to the job site. It would still be necessary to make the crossover of the northbound lanes.

   This method of hauling would have little if any impact on either of the two proposals for stage construction.

2. Hauling north to the Curtin Interchange, the crossover problem would be eliminated. Merge instead. The loaded trucks can cross under the freeway at the Bear Creek Overcrossing. This introduces a two mile dead haul. The cost of this would be approximately $120,000 (300,000 x 0.20/yd mile x 2).

This method of haul would have no significant impact on the proposed plan 1 for stage construction. However, on plan 2 this would add to the traffic being detoured through the Curtin Interchange.

3. Temporary haul structures may be constructed over the freeway. There are two locations at which this could be done. One at Sta. 290±. A structure here would only be compatible with the stage construction proposal of plan 2. This, however, would increase the length of time the "Detour Route" would be in use.

   The other location would be in the vicinity of Sta. 301. This would not affect the stage construction proposal of plan 1. However, a haul road structure here under stage construction plan 2 would mean that this plan will need to be modified. This will increase the length of time in which the detour route will be in use. (Probably the life of the contract.)

   Using detour structures, material can be hauled across the freeway without traffic conflicts. The cost of a structure will be approximately $65,000-$75,000.

4. A haul road may be constructed south from Anlauf to the Buck Creek Undercrossing, Sta. 313±, and cross under the freeway at this point. This haul road could lie in one of two locations; adjacent to the right of way on the easterly side of Buck Creek, or adjacent to the existing northbound lanes. Both these methods involve conflicts with Buck Creek. Easterly route would require a temporary drainage structure. The route adjacent to the northbound lanes will require concrete barrier between the haul road and the northbound lanes, also protection to Buck Creek. An agreement with the county may be required to use the Buck Creek county road. It is possible some type of agreement will be required with the owner whose property is adjacent to the haul road. The use of either of these haul roads seems to be the simplest, most economic, and with the least amount of traffic conflict of any of the foregoing other described methods. This method would have very little effect on either stage construction proposal.

5. It is possible to construct a conveyor belt system over the freeway. This method was not investigated in any detail, it being left to the contractor's discretion as to how practical this would be. Also, the State would need to be assured concerning the safety to the traveling public on this method.

   The safety of the traveling public would be required of the contractor, if this system were used.

9037

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-3(97)162

STATE PROJECT NO.
See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-781

COUNTY NAME
Douglas & Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '77
REFER TO
Rulien
FOR
D/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
2-8-77

FEDERAL ROUTE NUMBER
Interstate 5

STATE ROUTE NUMBER
Primary 1

GENERAL LOCATION:
"Divide Anlauf Section"

GENERAL DESCRIPTION OF WORK:
Acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-2-77 memorandum, you are authorized to proceed with the actual acquisition of parcels as outlined in red on right of way map 1A-13-2 at a total estimated cost of $30,000 - Federal funds $27,672.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE
2-8-77

SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible] for

TITLE
Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

01-2
I 5 S.
PRO 6-2
SP.

February 2, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project No. I-5-3(97)162
Divide-Anlauf Section (ROW)

We hereby request your authorization to proceed with the actual acquisition of the properties required for right-of-way for the Anlauf Interchange which are included in the subject project. The properties to be acquired are as outlined in red on the attached copy of right-of-way map No. 1A-13-2.

The estimated total cost of these parcels is $30,000 and since the acquisition of these properties do not involve relocation, assurances regarding the availability of replacement housing is not required.

Authorization to proceed as requested will result in an additional obligation of $27,672 in federal funds.

CL:ljt
Attachments

cc: J. B. Boyd
F. Lowe

9037

1-5

Salem, Oregon
February 1, 1977

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49487 - S.P. Trans. Company
Azalea Interchange Section
Pacific Highway
Douglas County

Attached is a description and an authorization covering easements to be acquired from the Southern Pacific Transportation Company for the subject project.

Prints of encroachment map 9B-14-23 will be furnished to Mr. Chidsey by Carl Graves.

BY:

[illegible] O. Scott
Right of Way Description Engineer

[illegible]:mg

Attach.

9037

1-5

FORM 8'-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 17, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Comstock-Anlauf Interchange Section
Pacific Highway
Douglas County

TO: MEMORANDUM TO THE FILES

A field review was made January 11 of this project to consider what temporary and permanent erosion control measures might be necessary. The Drain-Rock Creek Project, which is under construction, was also viewed as the erosion problems encountered on it are similar to those which will be encountered on the above named project.

The areas of excavation, embankment and channel changes were viewed and discussed. Following is a list of comments and recommendations.

1. The possibility of eliminating the cuts, Stations 197 to 260 on the left, was discussed. This would eliminate any need for erosion control measures in this area. No conclusion was reached.
2. J. X. Wilson strongly recommends that the channel change of Pass Creek to the right of Stations 199 to 205 be placed so that there will be no construction work, other than end plugs, done in the stream bed. This was the consensus of the others who were present.
3. Joe Hay recommended the use of straw mulch, rather than fiber, on this project. On the steeper embankment slopes the straw should be punched in by some method.
4. Roger Powers is writing a "memo" in which he will make his recommendations. He will send us a copy.

Other items which were discussed on this project are as follows:

1. The 12' x 8' R.C.B.C. which is to be constructed to carry Buck Creek was discussed with reference to fish passage. Due to its length (400' approx.) it will be dark inside the box. This may hinder fish passage. It was suggested that the box be illuminated electrically. No recommendations were made.
2. The question was asked if there was to be any illumination of the Anlauf Interchange. Gordon Ballard, Bridge Section, states that there is no plan to illuminate the interchange.

MEMORANDUM TO THE FILES
January 17, 1977
Page 2

3. It is possible that there will be a conflict between the contractor on this project and the contractor on the Martin Creek to Comstock project in the use of Rattlesnake Quarry. It is likely that the two contracts will overlap and both contractors will be using the same quarry at the same time. It was suggested that the contractor on the Comstock-Anlauf project be required to crush his needed aggregate and stockpile it on the project. The contractor should also be able to make his plant set up at this site.

4. The two alternatives for handling traffic through the Anlauf Interchange area were reviewed. Both J. X. Wilson and Doug Greene favored the plan which would route the Umpqua Highway traffic through the Curtin Interchange. Doug Greene was given the plans for both alternates to study more in depth.

LKW:jh
cc: Walt Hart
J. X. Wilson, Region 3 Construction Engr.
Gary Potter
Tom Savage
Doug Greene
Joe Hay
Norman Mann
Wm. Kappus, FHWA

Versteeg
Olson
I [illegible] Doc
Scott
Swenson
Savage
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

REGION NO. 10	REPORT ON Comstock-Anlauf	DIVISION Oregon
DATE OF INSPECTION 1-11-77	INSPECTION MADE BY W. Kappus, Env. Coord. & M. Halladay, HWy.Engr.	PROJECT NO. Tr. I-5-3( )163

IN COMPANY WITH

See below

REMARKS

Scope of Inspection:

The primary purpose of this field trip to the Comstock-Anlauf upgrading project was to review the design and location of the proposed channel changes and erosion control methods. Those attending from OSHD were:

Duane Christensen, Final Design	Tom Savage, Landscaping
Lyle Watson " "	Joe Hay, Agronomist
Bud Mann " "	J.X. Wilson, Reg.3 Const. Engr.
Roger Powers, Biologist, Env.	Doug Greene, Res. Engr., Eugene

Findings & Recommendations:

The members of the inspection team were invited to offer any ideas for improvement of the project now in final design. While the main purpose of the trip was discussion of channel changes and erosion control, other items such as borrow areas, stockpiling procedures, bridge work, traffic movement during construction, culvert design and staged construction plans were reviewed.

We also visited the Drain-Rock Creek project already under construction to look at the channel changes and temporary slope protection (seeding and an experimental polymer covering, Crust 500) incorporated into that project. The soil and topological characteristics of the two projects are similar; therefore, the performance of these items in the existing project should give some indication of their chance of success on the Comstock-Anlauf project. The channel change work completed and the slope protection appeared to be performing well, and the use of grade 100 rip-rap was seen as sufficient for the new project. The "good" performance of the slope protection may be misleading, however, due to the lack of normal rainfall this year.

The effects of culverts on the behavior of fish in the various creeks (especially Buck Creek, which is expected to have the longest culvert installation) was also discussed. The use of baffles and the possibility of lighting the longer streches of culvert were mentioned. No one really knew whether a spawning fish would swim up a 200' darkened culvert, so it was suggested that the OSHD environmental people try to find out more about this type of thing to aid in the final design of these longer culverts.

The channel change adjacent to the ramp to Drain was seen as no problem, but the location of the channel change at approx. Sta. 200 was seen as causing too much siltation due to construction methods required.

- more -

FORM PR-33 (REV. 5-70)   EDITION OF 7-67 MAY BE USED   ☆ GPO: 1970 O-387-254

1-11-77 I-5-3( )163

It was recommended that the channel change be moved back further from the road so that this change can be built while leaving the existing creek untouched, and then "pulling the plug" at each end to redirect the creek. This would probably cause less siltation of the creek than the change now proposed.which would involve digging into the bank of this active steam and filling on the other side until the desired cross section is reached. The possibility of financial savings from the elimination of rip rap and guardrail (by flattening the slope away from the highway) also exists.

The OSHD Final Design team will look into this possibility further and then recommend any changes. The proposed staged construction plans were given to the Res. Engineer to study and complete further detailing.

RECEIVED
STATE HWY ENGR
JAN 19'77
REFER TO
Verstag
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy Renpin
Keasey
Shellnake
1-20-77

9037

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 10, 1977

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-5-3(-)165
Divide-Anlauf Section
Pacific Highway
Douglas County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The addendum to the study report for the subject project submitted by Mr. Rulien's letter of November 23 has been reviewed and, considering the design changes, I find that the Final EIS does adequately address the proposed project and that location/design approval of 10-16-75 is valid.

G.K Hossner
for G. L. Green

NOTED
E. S. HUNTER

cy Tenpin
Porter
Versteeg
Bridge
Bud Shirley
1-11-77

RECEIVED
STATE HWY ENGR
JAN 11 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9036

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon
January 6, 1977

J. X. Wilson

FROM: J. X. WILSON
Regional Construction Engr.

SUBJECT: Comstock-Anlauf Section
Pacific Highway (I-5)
Douglas County

TO: J. H. Versteeg
Road Design Engineer

We have been asked to investigate and recommend bridge end treatment for the Bear Creek structure on the subject section in connection with proposed overlay.

After coping with Ellis Jones and Duane Kirby, I have arrived at a recommendation relative to deck treatment. Because of extensive longitudinal and transverse cracking in both the N.B. and S.B. decks, a high density overlay should be seriously considered. In the event that concept won't sell, a chip-seal waterproofing course with A.C. overlay should be a minimum consideration to protect what is there from further deterioration.

We also strongly recommend addition of precast reinforced concrete end panels. Paving ledges exist with the exception of the south end of the N.B. structure. A steel bolt-on could be provided here as proposed on the Cottage Grove-Martin Cr. Sec.

Assuming a minimum of 2" overlay over the structures, either high density or A.C., no additional pavement removal or early set concrete should be required. We would propose to taper from the design overlay thickness down to 2" at the actual structure ends.

There appears to be no necessity for sheet piling at structure ends if precast approach panels are included in the design.

jxw/cw

cc Ellis Jones

1 Versteeg ✓
Olson Doc
2 [illegible]
Scott
Swenson
Savage
Trout

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9036

2

January 6, 1977

Douglas County Board of Commissioners
Courthouse
Roseburg, OR 97470

Attention: Doris Wadsworth
County Clerk

11-23-76

4

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 424" adopted by the Transportation Commission on November 23, 1976, covering the Comstock-Anlauf Section of the Pacific Highway in Douglas County.

Also attached is a survey approval map showing the approved route.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

81-2
I-5 S.
4p.

DATE: October 29, 1976

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

The survey has been completed on the Comstock-Anlauf Section, Pacific Highway, in Douglas County, eliminating the sub-standard connection to the Umpqua Highway by relocating the Anlauf Interchange and will require the following modifications to the state highway system.

1. Extend the Territorial Highway southeasterly to the connection with the relocated Umpqua Highway.

2. Redesignate the Umpqua Highway along the new connection to the Pacific Highway.

3. Eliminate the portion of the existing Umpqua Highway between the Pacific Highway and the extended Territorial Highway.

In order that the record be clear as to the official location of these facilities we request your approval of the attached survey map. All work has been accomplished consistent with governing regulations.

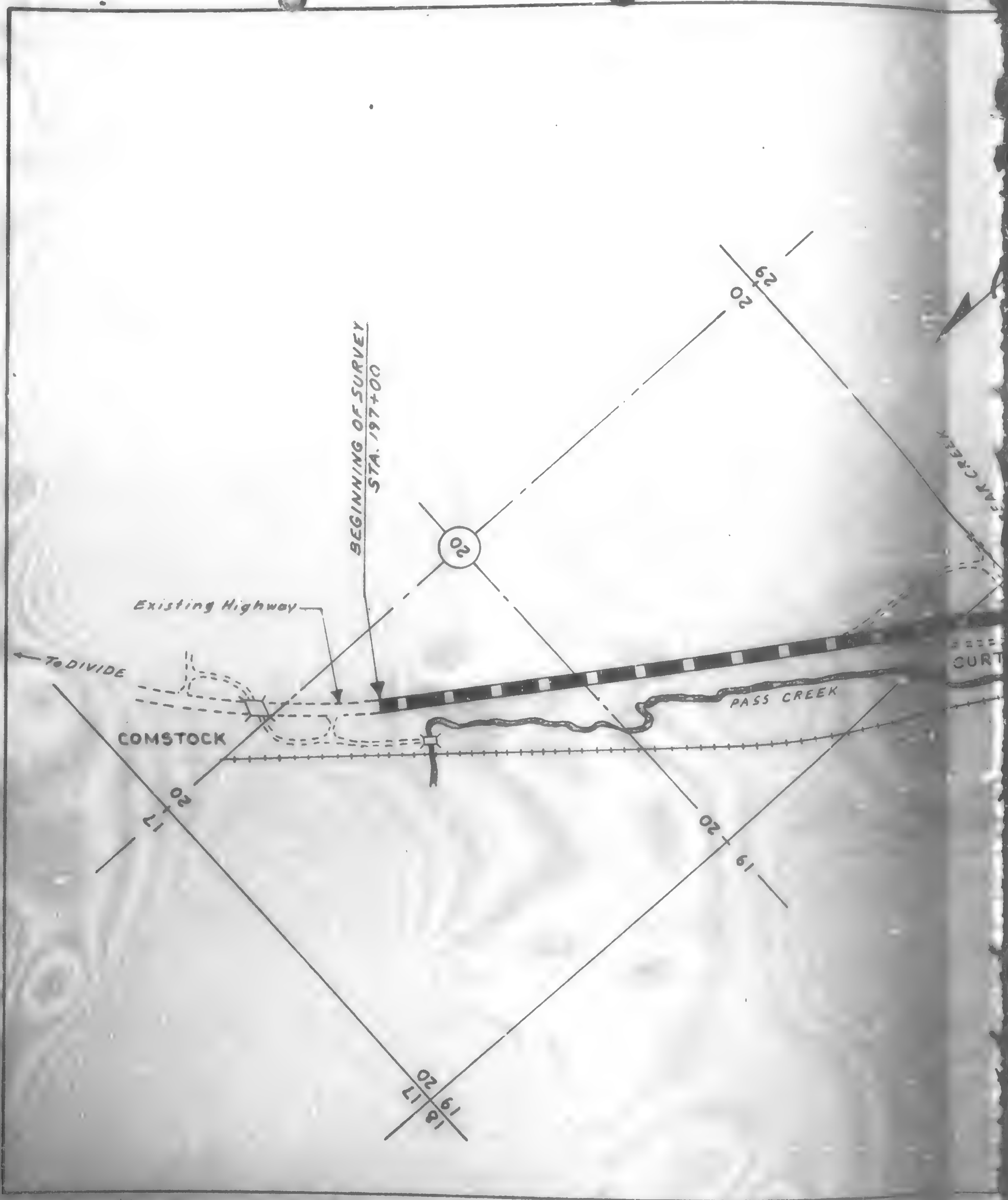
This matter will be on the Consent Calendar for your consideration at the November 23 meeting.

Att.

BLG:dpy ia

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien

Frank Terpin
J. B. Boyd
Alfred Shirley, Jr.
George Bell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To DIVIDE
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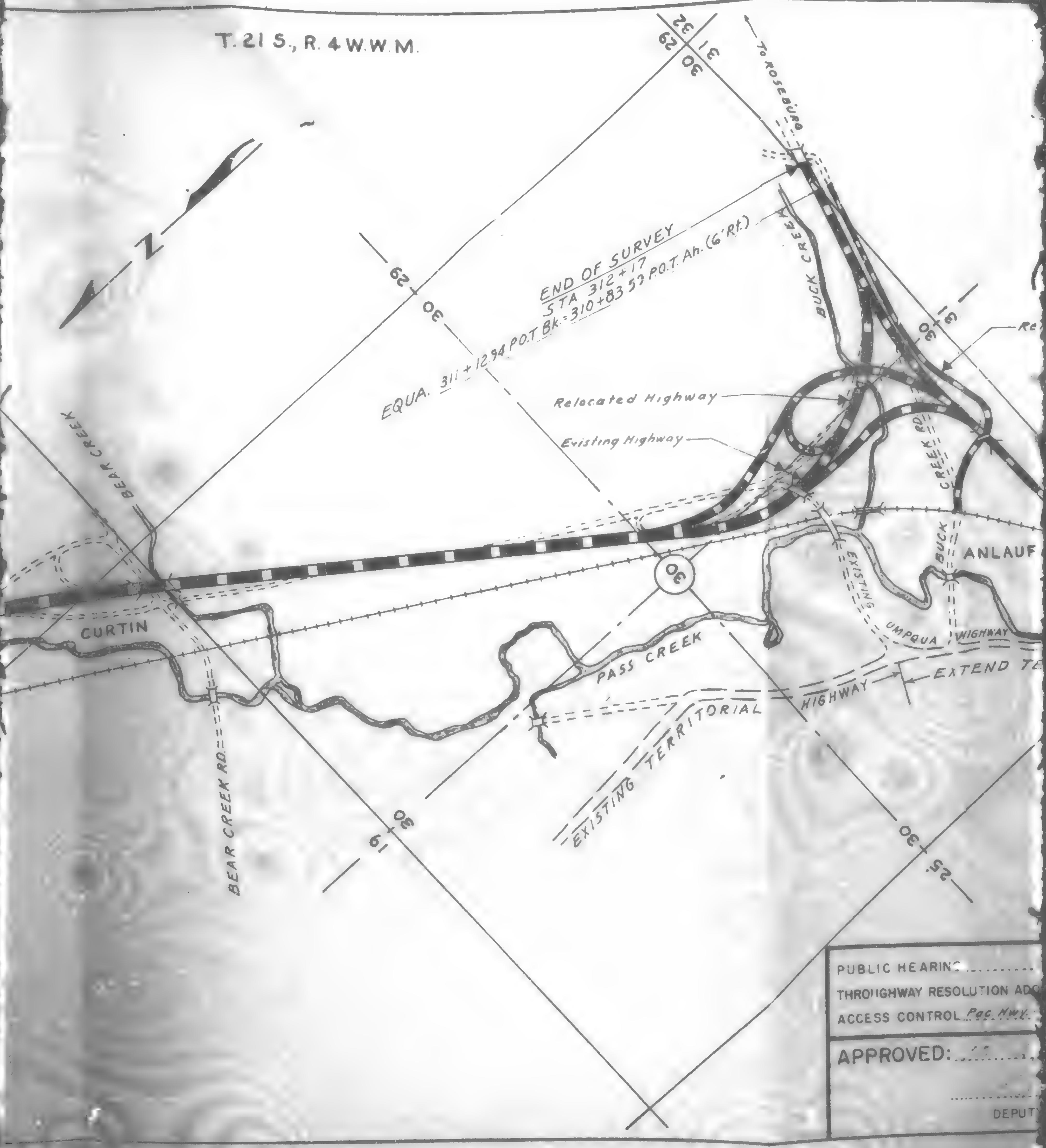
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N
To ROSEBURG
END OF SURVEY
STA. 312+17
EQUA. 311+12.94 P.O.T. Bk. = 310+83.53 P.O.T. Ah. (6' Rt.)
BUCK CREEK
Relocated Highway
Existing Highway
CREEK RD.
BUCK
ANLAUF
BEAR CREEK
CURTIN
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PASS CREEK
EXTEND TE
TERRITORIAL
HIGHWAY
EXISTING TERRITORIAL
BEAR CREEK RD.
32
29
31
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PUBLIC HEARING ....

THROUGHWAY RESOLUTION ADO

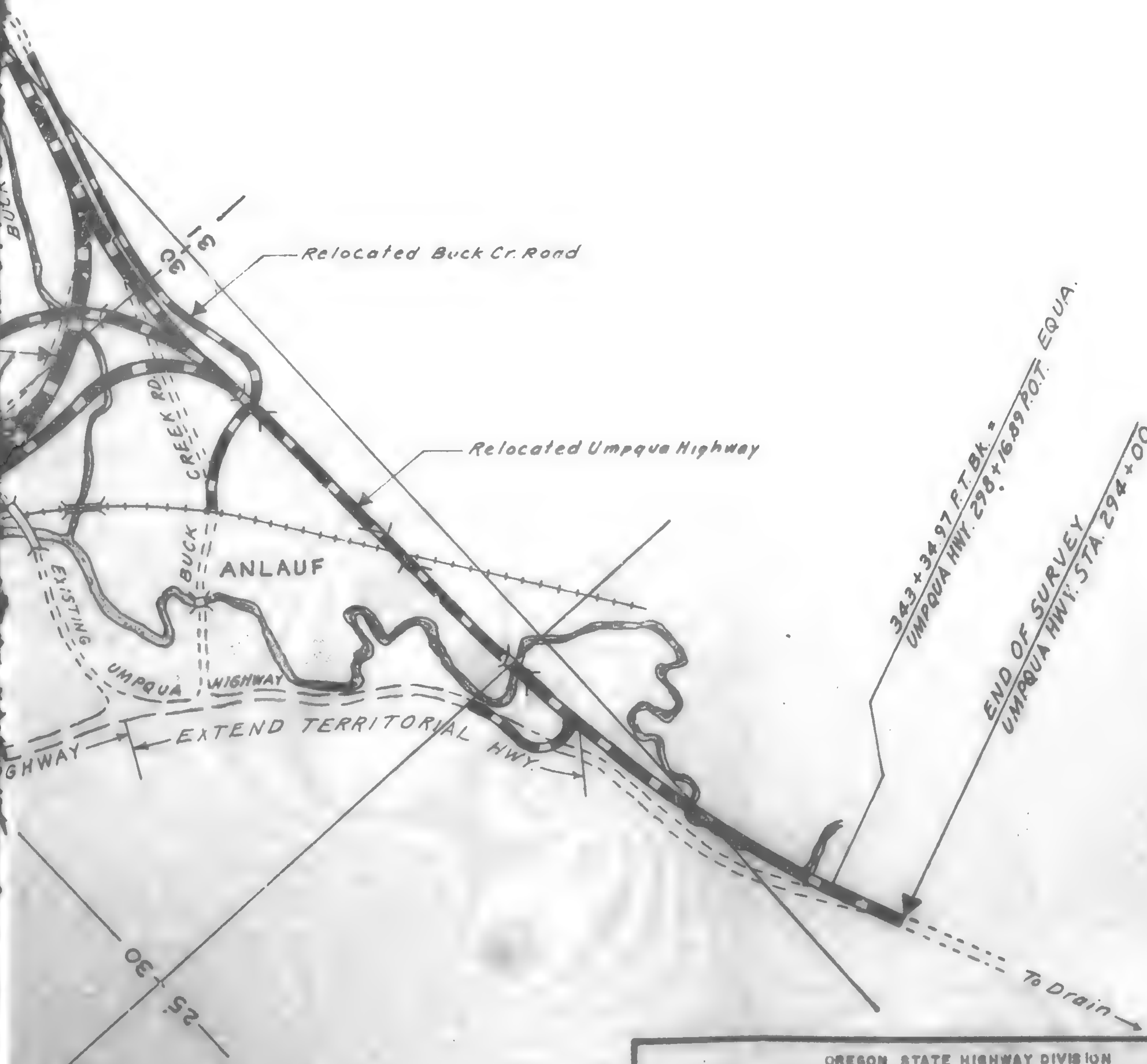
ACCESS CONTROL Pac. Hwy.

APPROVED: ....

....

DEPUTY

1R-3-1459


BUCK
31
30
Relocated Buck Cr. Road
CREEK RD.
Relocated Umpqua Highway
BUCK
ANLAUF
EXISTING
UMPQUA HIGHWAY
GHWAY
EXTEND TERRITORIAL HWY.
343+34.97 P.T. BK. =
UMPQUA HWY. 298+16.89 P.O.T. EQUA.
END OF SURVEY
UMPQUA HWY. STA. 294+00
To Drain
25 30

OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

COMSTOCK-ANLAUF SECT.

PACIFIC HIGHWAY

DOUGLAS COUNTY

Scale: 1" = 800'

Date: Oct., 1976

FOR DETAILS SEE DRG. NO. 7B-8-3 1A-13-2 9B-2-28 8B-24-1

PUBLIC HEARING June 27, 1974

THROUGHWAY RESOLUTION ADOPTED Nov. 3, 1948

ACCESS CONTROL Pac. Hwy. - Complete; Ump. Hwy. - Limited

APPROVED: ...., 19....

DEPUTY STATE HIGHWAY ENGINEER

9037

1-5

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 4, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Comstock-Anlauf
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

A field review, for temporary erosion control on the subject section, will be made on Tuesday, January 11, 1977. Transportation will be provided for those from the Salem area. Departure time will be 8:00 a.m. from the Highway Building. Please confirm with me that you will be going.

LKW:az
cc: Gary Potter
Tom Savage
Joe Hay, Maintenance
Tom Lowe, F.H.W.A.
J. X. Wilson

1 Versteeg ✓
Olson
2 [illegible] Doc
Scott
Swenson
Savage
Trout

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December 8, 1976

ORIGINAL SIGNED BY J.X. WILSON

FROM: J. X. WILSON
Regional Construction Engineer

SUBJECT: Comstock-Anlauf Section
Pacific Highway (I-5)
Douglas County

TO: MEMO TO THE FILE

Reconstruction of the Anlauf Interchange and relocation of the easterly end of the Drain-Anlauf Section creates considerable problems with handling traffic. One suggested solution is to detour traffic via the Curtin Interchange and over county roads to the connection with the Umpqua Highway.

The proposed detour contains two substantial problem areas. One is a conflict with a general store which can be resolved with right of way negotiation. The other is an at-grade crossing of the S.P.R.R. which might require gate protection.

In any event, if we elect to go with a detour at Curtin, I have verbal assurance from George Grubb, Douglas County Director of Public Works, that the county has no objections to our use of their facilities. An agreement with Douglas County can be put together at the appropriate time.

jxw/cw

cc J. H. Versteeg
George Grubb
D. W. Greene

1 Versteeg ✓
2 Olson
Copy
3
4 Svenson

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 15, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Comstock-Anlauf Interchange Section
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

A meeting was held November 9 to review the status of the subject project and to determine what steps would be necessary for the completion of the final plans. Following is a list of items discussed:

1. P.U.C. Approval and Railroad Encroachments--The Bridge Section is responsible for securing P.U.C. approval for the Railroad Overcrossing. Approval will take 4-6 months after submittal. The Bridge Section is presently working on the P.U.C. map.

   If the Umpqua Highway traffic is detoured using the Curtin Interchange it will be necessary to obtain P.U.C. approval for an at-grade railroad crossing. Signals will need to be installed for this crossing. It would take 4-5 months to obtain and install these signals after P.U.C. approval is received.

   There is a longitudinal encroachment on the railroad, Sta. 277 to Sta. 285. This encroachment will require a wall to retain the highway embankment along the railroad tracks. It is the concensus of opinion that a concrete wall at the toe of the fill would be a better design than using a bin wall at highway subgrade level. The concrete wall is to have its face a minimum of 20' from centerline track. Doug Greene is to obtain the necessary cross-sections and railroad ties so that an encroachment map can be prepared. He indicated he would have this to Design within the next two weeks. It will take 6-8 months at a minimum to process an application and receive approval for this encroachment.

2. Rights Of Way--John Oakes stated that after authority is obtained it will take 4-6 months minimum to secure the right of way. George Wills is to check with the F.H.W.A. to see when design approval can be expected. This is so that authority might be given to go ahead and secure the right of way. (The right of way involved is that along the proposed new Umpqua Highway connection.)

3. Material Sources--Early in December, Doug Greene will submit a development and reclamation plan for the prospective quarry site.

4. Permanent Signing--Elmer Scofield needs a plan from Final Design Unit for the left turn refuge at sta. A^u 330+00 to complete his plans. Mann will furnish this plan to him within the next two weeks. It will take Bill Beard 3-4 weeks to do his permanent signing plans. However, he can not get started until the grading

and paving plans are nearly complete. These should be ready to give to him the first part of December.

5. Bridge and Miscellaneous Structures--It will take 4-6 months to complete the design work on the bridges and 12' x 8' R.C.B.C. The Bridge Section is waiting for information from the Region Office before a determination can be made as to what to do at the Bear Creek Overcrossing Structure. Also, the Location Unit is to report on the existing surfacing at the approaches to this structure as to the condition and strength of the surfacing.

6. Traffic Handling--There are two basic alternatives to handling traffic during construction: a) By constructing a detour for the northbound traffic through the Anlauf Interchange area; and, b) By using the Curtin Interchange to detour the Umpqua Highway traffic.

   The Design Unit will get the necessary people together to make a determination as to which alternative should be used. Doug Greene is to find out the status of a school which would be affected by using the Curtin Interchange. It is possible this school may not be in use. If it is in use, a noise level determination will need to be made.

   It will be necessary to determine which traffic handling alternate will be used before Temporary Direction and Protection of traffic plans can be made. Also, George Wills is to find out if there are any other routes by which the Umpqua Traffic could be detoured. It is very unlikely that there are any such routes.

7. Erosion Control--Tom Savage is to begin to determine what necessary temporary and permanent erosion control measures will be necessary and make a written report to Final Design.

8. Channel Changes--Bud Mann will get Typical Sections and Plans for the two channel changes to Trout for processing to the necessary agencies. These should be ready by December 1.

This project is included in the Six Year Highway Program to be contracted in FY 1978. It is one of the vital projects necessary to bring I-5 to interstate standards. In order that we may meet an early FY 1978 contract letting, it is necessary that all sections complete their portions of the project that are tied in with right of way, PUC and railroad negotiations so that these time consuming items can be cleared as rapidly as possible.

Based on the above, it appears that a contract could be let sometime during the 3rd quarter of 1977.

By copy of this memo, I am asking that the Environmental Section proceed as soon as possible with a noise and archeological evaluation of this project.

NEM:az
cc: E. S. Hunter
L. W. Rulien
A. Shirley
Frank Terpin
Gary Potter
John Oakes
Jim Chidsey
Doug Greene
George Wills
Ted Thompson
Bill Beard
Paul Galloway
Bud Mann
Tom Savage
Elmer Scofield
Clarence Swenson
Don Trout
Lyle K. Watson

RECEIVED
STATE HWY ENGR
NOV 16 '76
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

9037

1-5

Salem, Oregon
October 20, 1976

J. H. Versteeg
Road Design Engineer

L. W. Rulien
Program Management Engineer
BUILDING

Comstock - Anlauf Section
Pacific Highway
Douglas County

Herewith, for further processing, is Survey Approval Map No. 1R-3-1459 covering the subject section.

It appears that system action is required as follows:

1. Extend the Territorial Highway southwesterly to the connection with the relocated Umpqua Highway.
2. Re-designate the Umpqua Highway along the new connection to the Pacific Highway.
3. Eliminate the portion of the existing Umpqua Highway between the Pacific Highway and the extended Territorial Highway.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

7037

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
~~September 14, 1976~~
11 [illegible] 76

N. E. Mann

FROM: N. E. Mann
Senior Designer

TO: J. X. Wilson
Region Construction Engineer

SUBJECT: Comstock-Anlauf Interchange Section
Pacific Highway
Douglas County

Material Source Sites

This is to confirm our conversation of Wednesday, September 8, regarding Rattlesnake quarry on Ward Butte. To change the status of this quarry from being mandatory, as set forth in the Final Environmental impact statement, it will be necessary to sent to D. O. Christensen, Final Design Engineer, the reason for this change and what will be your alternative plan for handling the material source on the above subject project.

We will need a development plan for any and all material source sites which you propose. We would like these at your earliest convenience.

REFERRED TO

Beard — Reed
Cole — Semple
Eriksen — ✓ Watson
Hager — Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

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OCT 22 1976
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NEM:az
cc: L. K. Watson

ROSEBURG REGION
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SEP 15 1976

RE	RME	[✓ RCE]	DE	TE
RUE	DES	RO	FILE	
ENV	FAE	RBI		

10-19-76
CC: D.O. Christensen – Recommend Rattlesnake as prospective source. Leave it open for Commercial. Doug Greene will work up development plan as soon as he can get to it.

J X W

Doug Greene – Info.

I-5-3(97)162
STATE PROJECT NO.

LETTER OF APPROVAL AND/OR AUTHORIZATION

Divide-Anlauf
COUNTY NAME

Douglas & Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
I-781

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 25 '76
REFER TO
Rulien
FOR

Info	Invest	R/D	D/A	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
10-1-76

FEDERAL ROUTE NUMBER
Interstate 5

STATE ROUTE NUMBER
Primary 1

GENERAL LOCATION:

Divide-Anlauf I-5

GENERAL DESCRIPTION OF WORK:

Acquisition of right-of-way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 9-17-76memorandum, you are authorized to proceed with the actual acquisition of file number 49290-Stalger at a total estimated cost of $1,500 - Federal funds $1,380.

Federal participation is limited to that right-of-way actually incorporated in the final location.

DATE
10-14-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 9-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-[illegible]

CON 21-2
I-5, S-
SP.

~~PRO 6-2~~

September 17, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project No. I-5-3(97)162
Divide-Anlauf Section (ROW)
(File No. 49290-Staiger)

We hereby request your authorization to proceed with the actual acquisition of the above listed property which is included in the subject project. The area to be acquired is as outlined in red on the enclosed sketch map. No relocation is required for the right of way from this property.

Authorization to proceed as requested will involve an obligation of $1,500 in total cost and $1,380 in federal funds.

GL:re

cc: J. R. Oakes
D. E. Swan
F. Lowe

9037

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 10, 1976

FILE:

Kenneth E. Husby

FROM: Kenneth E. Husby
Hydraulics Specialist

TO: ~~FILES~~

SUBJECT: Pass Creek Crossing
Anlauf Interchange Section
Pacific Highway (I-5)
Douglas County

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

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ADDENDUM TO ORIGINAL REPORT

A change in the proposed realignment of the Umpqua Highway has shifted the crossing of Pass Creek northerly about 400 feet. This shift will also eliminate the 30-foot channel change at the previous crossing.

As stated in the original report, the 28-square-mile drainage area could produce the following discharges at the crossing:

100-year flood	--	5,600 cfs
50-year flood	--	5,300 cfs
25-year flood	--	4,700 cfs
10-year flood	--	4,250 cfs

A 50-year design flood was chosen for this study.

Three alternate lengths were analyzed for the proposed structure. Each had three spans with two bents in the flood plain and 2:1 embankment slopes. For the comparisons, the westerly abutment remained fixed while the location of the easterly abutment was adjusted to obtain the various lengths.

Bridge Backwater Depth

Structure Length	50-year flood	100-year flood
150 feet	1.4 feet	1.5 feet
180 feet	0.9 foot	0.9 foot
216 feet	0.5 foot	0.5 foot

In each case, there will be ample clearance between the bottom of the bridge and the design flood elevation of 361.8 feet MSL.

REFERRED TO
Beard
Cole
Eriksen
Hager
Reed
Sample
✓ Watson
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

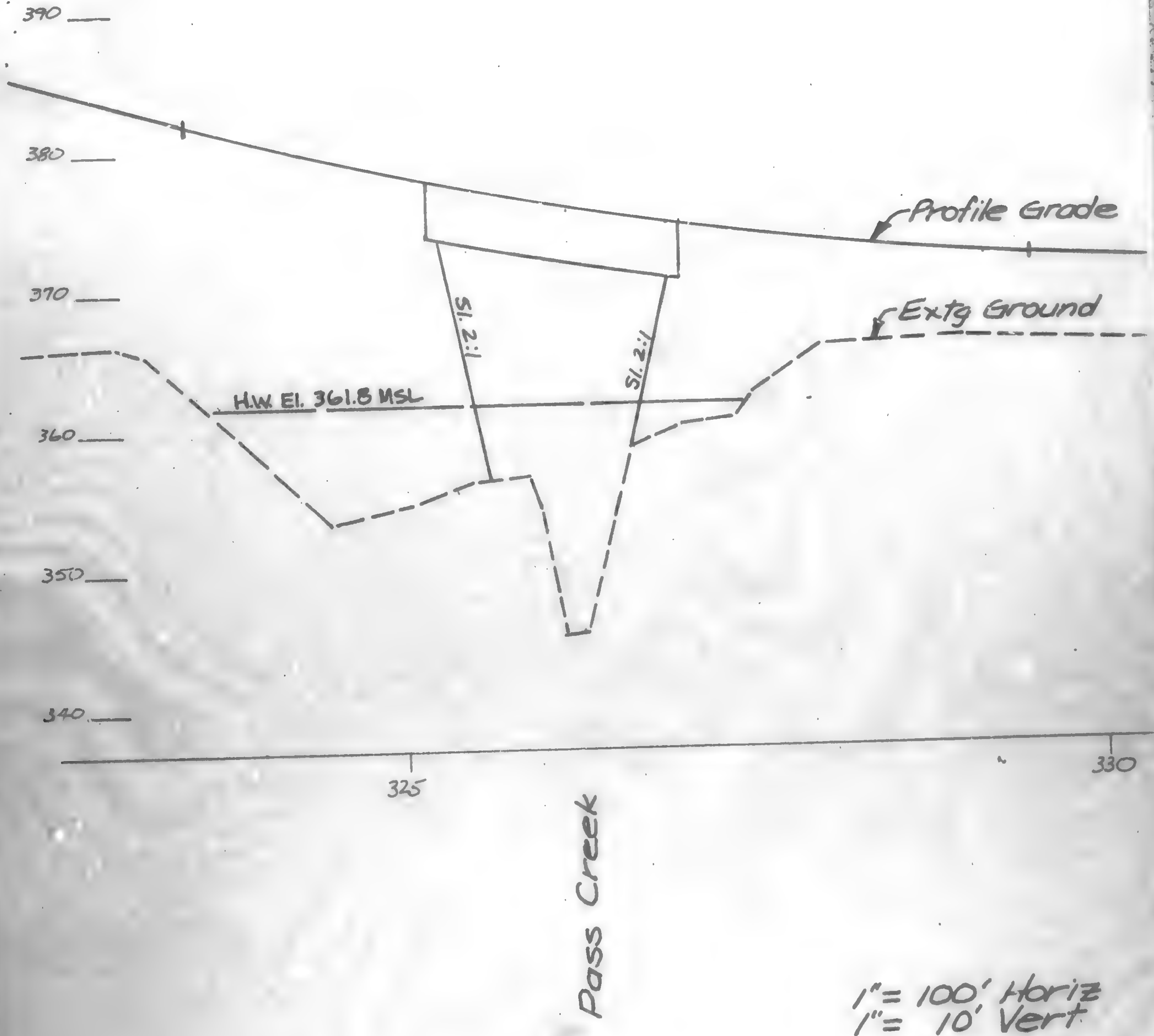
It is recommended that the new structure be about 180 feet in length (see attached drawing). The 0.9 foot of backwater produced at the bridge would conform with federal guidelines which suggest that backwater in flood plains not exceed a 1-foot depth during a 100-year flood. Since average flow velocities of about 6.5 fps through the bridge opening are anticipated, an 18-inch blanket of Class 100 riprap should be used to protect fresh embankment slopes from erosion.

In 1974, high water from a 20-year flood closed the existing highway approximately 700 feet upstream from the new crossing. Although the estimated backwater depth is 0.9 foot at the structure, it should be considerably less 700 feet upstream. Since the roadway was inundated by several feet of water, the effect of backwater at this location should be insignificant.

Attach
KEH:jp

cc F.E. Terpin
J.H. Versteeg ✓
W.J. Hart
Gary Potter
Alfred Shirley, Jr

Anlauf Interchange Sec.
Pacific Highway
Douglas County


390
380
370
360
350
340
Profile Grade
Extg Ground
H.W. El. 361.8 MSL
Sl. 2:1
Sl. 2:1
325
330
Pass Creek
1" = 100' Horiz
1" = 10' Vert

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 10, 1976

E. S. HUNTER

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Status Report
Martin Creek-Comstock Section
Pacific Highway
Lane-Douglas County

The subject section was received from the Location Section on August 30, 1976, and assigned to a designer on September 7, 1976.

This project covers the combining of two sections namely Martin Creek-Divide and Divide-Comstock, plus the building of frontage roads along both sides of the mainline. The overall length of the project is 5.21 miles and is estimated to cost $17,200,000.

The proposed construction will consist of four twelve foot travel lanes, ten foot outside shoulders and a variable width median from 16 to 38 foot. The mandatory material source for the project is the Rattlesnake Quarry on Ward Butte as stated in the Final Environmental Impact Statement.

In addition to the grading and paving there will be a considerable amount of drainage work involved with Pass Creek, side corrective work, retaining walls, concrete median barrier, four bridge structures and one cattle pass. One left-hand off-ramp will be eliminated in this project and replaced with a right-hand off-ramp.

It is estimated that right-of-way will be laid out and to the Right-Of-Way Section by February, 1977, and that it will take 8 months to acquire and clear the right-of-way after authorization to proceed is obtained. A railroad agreement will also be required and will take 6 months to process after P.U.C. maps are prepared.

Approximately 15 months will be required to develop a set of preliminary construction plans for the project. Six months will be required for the design of the structures.

DOC:az
cc: F. B. Klaboe
J. B. Boyd
A. Shirley
W. J. Hart
W. Cole
W. W. Reed

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STATE HWY ENGR
SEP 13 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

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Salem, Oregon
August 31, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Comstock-Anlauf Interchange Section
Pacific Highway
Douglas County

A. L. Shirley
Region Engineer

Due to the planned 6" overlay (5" asphaltic concrete and 1" seal coat) on the above subject project it is necessary for us to know the existing conditions at the Bear Creek overcrossing.

We are asking for your recommendation as to what to do at the Bridge ends. (Dig out, jack up the bridge, feather down to match, etc.)

We are requesting the Location Section, by copy of this letter, to make an appraisal of existing surfacing at the approaches to the bridge as to its condition and strength.

Likewise we are requesting the Bridge Section, by copy of this letter, to make an assessment as to what work will be necessary on the deck of the existing bridge and how thick an overlay can be placed on it.

DOC:az
cc: Walt Hart
Frank Terpin
Lyle K. Watson

bc: Duane O. Christensen

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

August 27, 1976

FILE: LOC 17

FROM: J. X. WILSON
Regional Construction Engr.

J. X. Wilson

TO: J. H. Versteeg
Road Design Engineer

Attention D. O. Christensen

SUBJECT: Comstock-Anlauf Section
Anlauf Interchange
Construction Detour
Pacific Highway
Douglas County

Attached is a report from Doug Greene relative to the use of our Territorial Highway and county road between Curtin and the intersection with the Drain-Anlauf Section during construction of the Anlauf Interchange.

This route appears suitable for a detour and with your concurrence, we can both start working toward a county agreement and railroad protection plan. Please let me know what region can do.

jxw/cw
Attach.

cc D. W. Greene

REFERRED TO
Board Reed
Cole Semple
Eriksen Watson
Hager Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg 1
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2 Christensen Don
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
Aug. 24, 1976

FILE:

FROM: D. W. Greene
D. W. Greene
Resident Engineer

TO: Alfred Shirley, Jr.
Region Engineer
Roseburg, Oregon

SUBJECT: Comstock - Anlauf
Anlauf Interchange
Const. Detour
Pacific Highway
Douglas County

ROSEBURG REGION
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AUG 2 6 1976

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Attention: J. X. Wilson

Please refer to letter dated May 19, 1976 from D. O. Christensen, Final Design Engr. particularly the final paragraph addressing handling traffic during construction of the Anlauf Interchange.

The existing highway (Territorial Highway) and the County Road are of the same width and type as the existing highway from Anlauf to Drain. The section from the junction at Curtin to the junction of the Umpqua highway is in fact the old # 99 highway. This route would involve approx. 1.9 miles of County Road. The County portion would involve an agreement with Douglas County for the maintenance while being used as a detour and the surface condition of the roadway at the end of its use as a detour. The following things would be required to utilize this section as a detour;

1. 100 feet of concrete shoulder barrier at a box culvert, presently has a vertical drop off without a parapet.
2. Due to the large volume of traffic (1974 ADT - 2700), I am sure drop arm gates would be necessary at the railroad crossing in Curtin. There are 7 - 9 train movements through this crossing each day (see enclosed picture).
3. Adequate signing would be required on the Interstate and County Road to direct traffic to the and through the detour, also stop signs and paint removed from the County Road and

signs reinstalled on the territorial highway at that intersection.

4. There is also a school adjacent to the County Road which would require signing.
5. The country store at Curtin is at present using the existing highway to pump gasoline(see inclused picture), either their pumps would have to be moved or payment made to the owner for the lost business during the period the road was used as a detour.

8-26-76
cc: J.H. Verstaeg

9637

1

August 20, 1976

Douglas County Park Department
P. O. Box 800
Winchester, OR 97495

Attention Mr. Ron Hjort
Assistant Director

Dear Mr. Hjort:

As a result of your inquiry August 13 I have investigated the possibility of encroachment into the Pass Creek County Park.

I have been assured by our preliminary design engineer that the Divide-Anlauf Section, which skirts the park, will not require the taking of right-of-way.

I appreciate your concern prior to constructing a concrete slab and [illegible] tops. A copy of our inter-office correspondence is enclosed.

Very truly yours,

L. W. Rulien
Program Management Engineer

DLG:ljt

bc: A. D. Olson

PARK DEPARTMENT
TOM KEEL, Director
P.O. BOX 800 WINCHESTER, OREGON 97495 TELEPHONE 673-4481

August 13, 1976

Mr. Larry Rulier
Project Manager
Oregon State Highway Division
207 Highway Building
Salem, Oregon 97310

Dear Mr. Rulier:

In reading the environmental impact statement concerning the Divide-Anlauf Section, we noted that there would be no use of public park property. What we need to know is has this changed.

We are planning to locate a mobile home near the entrance of the park some 50 feet away from the Freeway exit road and feel that prior to our constructing a concrete slab and placing a mobile home in the vicinity, we would like to be assured that your project will not require any of the park land.

Enclosed is a small sketch concerning our proposal. We would appreciate your thoughts in this matter.

Sincerely,

Ron Hjort

Ron Hjort, Assistant Director
Douglas County Park Department

RH:mh

Enc.

Versteeg
Olson
Christensen
Scott
Swanson
Savage
Stout

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AUG 17 1976
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BEN GIFFORD

AUG 16 76

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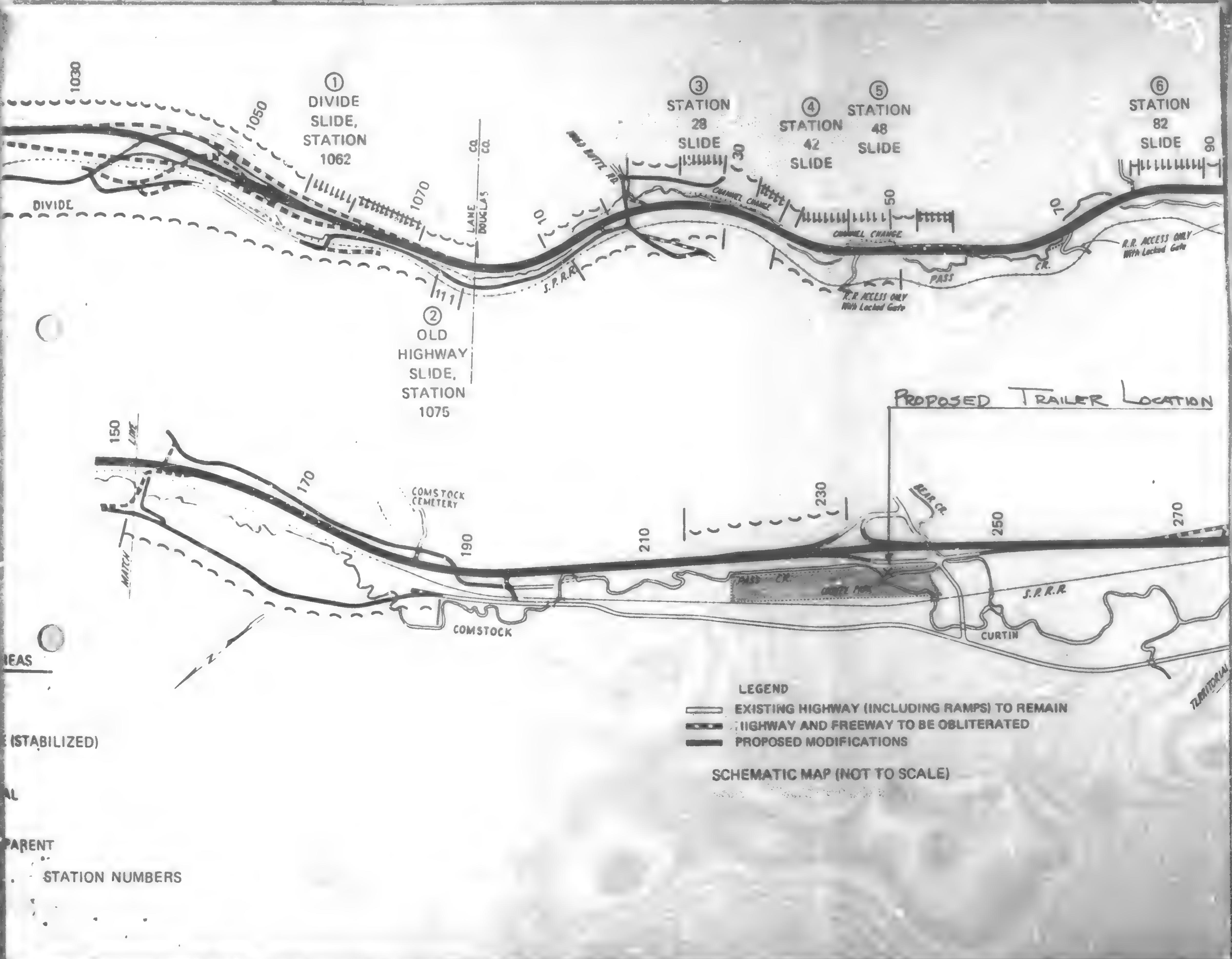
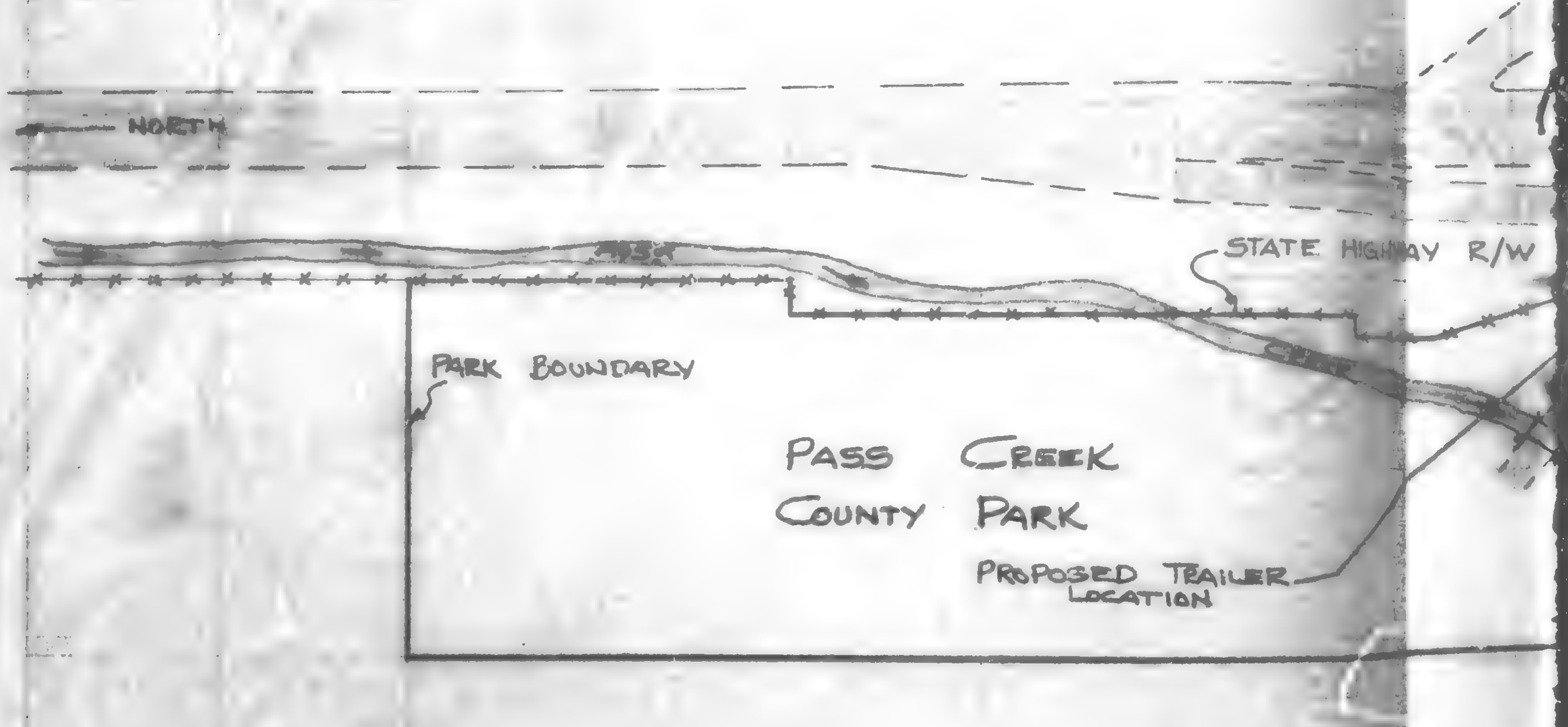


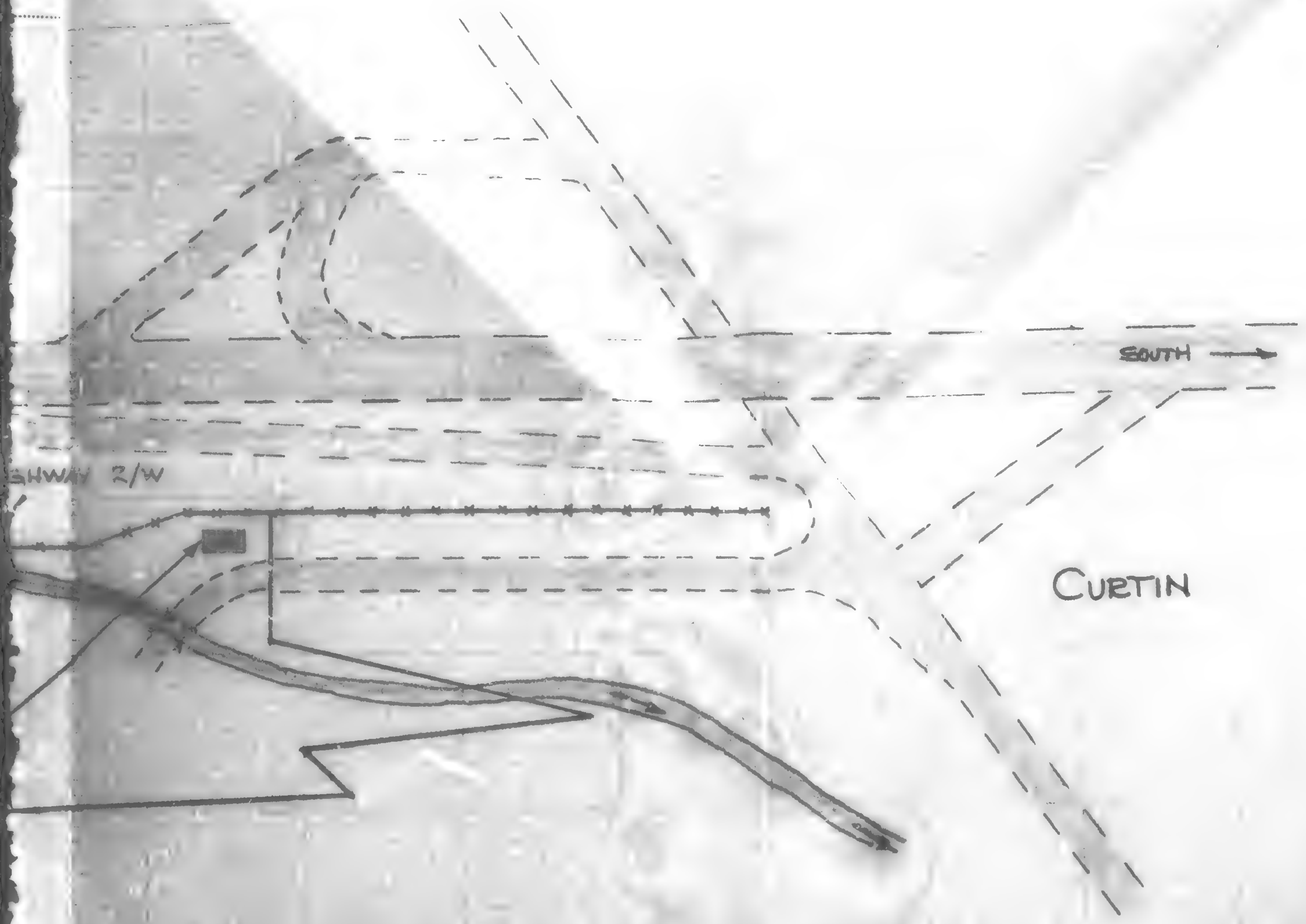
1030
① DIVIDE SLIDE, STATION 1062
1050
1070
DIVIDE
LANE CO.
DOUGLAS CO.
② OLD HIGHWAY SLIDE, STATION 1075
10
S.P.R.R.
③ STATION 28 SLIDE
30
CHANNEL CHANGE
④ STATION 42 SLIDE
⑤ STATION 48 SLIDE
50
CHANNEL CHANGE
R.R. ACCESS ONLY With Locked Gate
PASS
CR.
70
R.R. ACCESS ONLY With Locked Gate
⑥ STATION 82 SLIDE
90
PROPOSED TRAILER LOCATION
150
MATCH LINE
170
N
COMSTOCK CEMETERY
190
COMSTOCK
210
230
PASS CR.
BEAR CR.
250
S.P.R.R.
CURTIN
270
TERRITORIAL
EAS
(STABILIZED)
AL
PARENT
STATION NUMBERS
LEGEND
EXISTING HIGHWAY (INCLUDING RAMPS) TO REMAIN
HIGHWAY AND FREEWAY TO BE OBLITERATED
PROPOSED MODIFICATIONS

SCHEMATIC MAP (NOT TO SCALE)

BY .... DATE .... SUBJECT .... SHEET NO. .... OF ....

CHKD. BY .... DATE .... JOB NO. ....


NORTH
PASS
STATE HIGHWAY R/W
CREEK
PARK BOUNDARY
PASS CREEK COUNTY PARK
PROPOSED TRAILER LOCATION


SOUTH →
SHWAY 2/W
CURTIN

SCHEMATIC MAP (NOT TO SCALE)

9037 1-5

Salem, Oregon
August 18, 1976

A. D. Olson
Preliminary Design Engineer

L. W. Rulien
Project Management Engineer

Pass Creek County Park
Divide-Anlauf Section
Pacific Highway (I-5)
Douglas County

Attention: Ben Gifford
Program and Schedule

Reference is made to the August 13 letter from the Douglas County Park Department requesting assurance that our plans in the vicinity of the Pass Creek Park will not require any of the park land.

This has been reviewed with the designer and we find no reason why there would be any need for additional right of way in this area. Considering the problems involved with acquisition of park lands we will certainly make sure that no revisions are made that would change that situation.

/ Verstaeg ✓
Olson
Christensen
Scott
Swanson
Savage
Trout

RECEIVED
AUG 19 1976
ROAD
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SECTION

Requires Reply ☐
Requires Approval ☐
Read and Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

ADO:az
cc: Lyle K. Watson w/copy of correspondence

7037 1-5

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 8, 1976

F. M. North

FROM: F. M. North
Liaison Agent

SUBJECT: Re: Section: Divide-Anlauf
Highway: Pacific
County: Douglas
Date: June 21, 1976

TO: John Oakes
Asst. Right of Way Engineer

Attached please find a letter from James Hart, District Manager of the Bureau of Land Management, regarding the proposed change in design at Anlauf Interchange.

This letter is the final comment expected, and should be included in the Public Hearing Opportunity Report on the above section dated June 21, 1976.

FMN:maw

Attachment

cc: Alfred Shirley, Jr.
Doug Green

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 13 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Return To ____
Bring Up ___/___/___
Other ____

0100

7-12-76
Please send copies to Frank Terpin & Gary Potter.
JRG

REFERRED TO
Board Reed
Cole ✓ Sample
Erikson Watson
Hager Wolfe
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

NOTED
F. E. TERPIN

IN REPLY REFER TO
9110

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Roseburg District Office
777 NW Garden Valley Blvd.
Roseburg, OR 97470

JUL 0 6 1976

Frank M. North
Department of Transportation
1058 W. Harvard Blvd.
Roseburg, OR 97470

Dear Mr. North:

Refering to the proposed Anlauf interchange. We looked at the "Design Presented at Hearing," (green on map), and the "Proposed Design Revision," (red on map). The Bureau of Land Management manages approximately 600 acres which is tributary to Buck Creek. Access to this national resource land would be affected by the proposed interchange.

The design presented at hearing (green) appears best for access to Buck Creek. One left turn against traffic would be required via this route if going to Drain. None would be required to go either north or south on I-5. The proposed design revision would require one left turn against traffic if going to Drain. Two left turns would be required if going north or south on I-5.

We realize many factors must be considered in the design of the Anlauf interchange and that the access to Buck Creek may be a relatively minor consideration. We appreciate the opportunity to study the proposal and to comment on it.

Sincerely yours,

James E. Hart
District Manager

RECEIVED
JUL 7 1976
ROSEBURG R/W

9037

1-5

Salem, Oregon
July 2, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49290 - Schilling (Stalzer C.P.)
Divide - Comstock Section
Pacific Highway
Lane County

Attached is a description, an authorization and R/W prints for a hardship case on the subject section.

BY:
[illegible] O. Scott
Right of Way Description Engineer

[illegible]

Attach.

FORM K-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 7, 1976

TO A. D. Olson
Preliminary Design Engineer

John R Oakes
FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Hardship Request
M. M. Stalzer Property
Divide Comstock Section
Pacific Highway
Lane and Douglas Counties

I am attaching a copy of a hardship request and a vesting deed for the property involved in the request.

If right-of-way is needed from this property for the above project, we would appreciate it if you would ask for approval for hardship consideration and have a description prepared.

JRO:jc
Attachment
cc: Virgil Wilson

Region to send in more data -
appears we are taking only a 50'x50' corner
on current plan
6/9/76

1 Versteeg
Olson
Christensen
2 Scott
Swenson
Savage
Trout

49290
to
R/W 7-2-76

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JUN 0 7 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

Discussed w/ Doug Greene 6/22/76 - he will send in data to write desc. -
about 50'x50' off N.W. corner. rec'd

Copy to J.R. Wilson
John Oakes

6-16-76

FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

NO.
I-5-3(97)162

STATE PROJECT NO.
Divide-Anlauf

COUNTY NAME
Douglas & Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

5

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-781

TO:

Mr. G. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
5/24/76

FEDERAL ROUTE NUMBER
Interstate Route 5

STATE ROUTE NUMBER
Primary Route 1

RECEIVED
STATE HWY ENGR
JUN 22 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

GENERAL LOCATION:
I-5 Anlauf Interchange to NE 7.5 miles.

GENERAL DESCRIPTION OF WORK:
Program Change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 5/17/76 letter I approve the program change as follows: "Extend the limits in a northerly direction 5.5 miles to include the required right of way from Divide-Comstock." Revise total estimated cost of project to "TEC $273,500, FF $252,300" and to include "building demolition."

DATE
6/16/76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hummer

TITLE
for Division Administrator

FORM PR-1240
(REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-[illegible]

[illegible] 6-11-76

[illegible] F TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	[illegible] NO. I-5-3(97)162
	ITEM NO. I-781	STATE PROJECT NO. Comstock-Anlauf
		COUNTY NAME Douglas
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 9/2/75	FEDERAL ROUTE NUMBER Interstate Route 5 STATE ROUTE NUMBER Primary Route 1

GENERAL LOCATION:

I-5 Anlauf Interchange to NE 2.0 miles.

GENERAL DESCRIPTION OF WORK:

Program Change - Advance to Stage II.

RECEIVED
STATE HWY ENGR
JUN 22 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
Program Change.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 6/3/76 letter I approve the program change from Stage I to Stage II. This change will include Right of Way parcel 47853 at a total estimated cost of $10,000, Federal funds $9,200.

DATE 6/11/76	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-[illegible]

9037

1-5

OREGON STATE HIGHWAY DEPARTMENT

TO: Lyle Watson
Road Design Sect
Salem OR

SUBJECT: R/W
Comstock-Anlauf Sect.
~~Pacific Hwy~~

FROM: D.W. Greene
Res. Engr.
Eugene OR 97403

DATE: 6/10/76

Refer to our telephone conversation of 6/10/76 and you advised me you had been contacted by the R/W Section regarding revising the R/W taking northerly of the Curtin Interchange. I am forwarding a print of the area in question depicting the location of the existing access road and the easement.

RECEIVED
JUN 14 1976
ROAD DESIGN SECTION

Versteeg
I Olson
Christensen
Z Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
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D W Greene
(SIGNATURE)

PLEASE REPLY HERE

REFERRED TO
Board Reed
Cole Rampton
Erikson L Watson
Hager Wolff
[✓ Return] Discuss Do File Copy See
BY FINAL DESIGN ENGINEER

Sketch map in designer's file
(SIGNATURE) (DATE)

CC:

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

Form FHWA 121 (Rev. 5-73) 1037

1

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: June 8, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project I-5-3(-)/62
Divide-Anlauf Section
Pacific Highway
Douglas County
Design Change

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. Scott Coulter, State Highway Engineer

We have reviewed the proposed process contained in Mr. Terpin's June 2 letter to assure that the public involvement and environmental aspects of the design change of the Anlauf Interchange-Umpqua Highway connection are adequately considered. According to your analysis no significant adverse environmental impacts will occur due to the design change, and the opportunity for an additional public hearing will be afforded. This process complies with the intent of the Oregon Action Plan and FHPM 7-7-5.

✓ We await receipt of the data concerning the public hearing opportunity and your request for a design change.

G.K. Hosner
for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 14 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

noted
GK

[illegible]

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

June 2, 1976

RECEIVED
STATE HWY ENGR

JUN 3 '76

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. G. L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem OR 97308

Dear Mr. Green:

Location-design approval for the Divide-Anlauf Section of the Pacific Highway was applied for and approved by your letter of October 16, 1975.

Subsequently, soils problems exceeding those originally anticipated have been encountered on the connection between the Anlauf Interchange and the Umpqua Highway. Analysis indicates substantial rock inlay would be required to control sliding in the cut area. This substantially increases construction costs. We are therefore considering a design change which would move the alignment of the Umpqua Highway out of the hillside and eliminate much of the need for rock inlay. This does, however, increase embankment volumes and structure costs. Comparative estimates indicate that the revision is less costly than the original proposal with the necessary rock inlays.

We are therefore proposing a design change which will require certain steps to assure public and environmental aspects of the change have been considered.

We have analyzed the physical aspects of the change and find that no significant adverse environmental impact will occur as a result of the slight departure from the design presented in the EIS and at the public hearing. The elimination of one channel change and the revised crossing site of Pass Creek have been coordinated with the Department of Fish and Wildlife. The elimination of a channel change will be a positive benefit of the revised design.

Form [illegible]

We propose to personally contact all property owners involved, and others who might be concerned, to secure their comments and determine whether they desire a public hearing. This data would be submitted to you along with our request for a design change to your previous approval.

We believe this process is adequate to comply with our Action Plan but we need your advice as to whether this would be adequate for Federal procedures.

A sketch map is enclosed for your reference.

Please advise at your early convenience.

Very truly yours,

Frank E. Terpin
Location Engineer

Enc.

GCW/PTD:mc/ch

bc E. S. Hunter ✓
L. W. Rulien
Gary Potter
J. B. Boyd
J. H. Versteeg
A. F. Shirley

9637

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon 97470
June 4, 1976

FILE:

Richard Wilson

FROM: Richard Wilson
Region Appraiser

TO: Bud Shirley,
Region Engineer
Region III

SUBJECT: Files 48854 & 49128
Comstock - Anlauf Section
Pacific Highway
Douglas County

Attached hereto find correspondence from our appraiser concerning subject files.

From what Mr. Bowman tells me this situation is well worth looking into.

Would you please let us know whether this can be pulled back to miss the easement area of the roadway so we will know how to continue with the acquisition.

DICK:

THE SUBJECT EASEMENT WAS DESCRIBED AS OBJECTIONABLE IN A TITLE REPORT SUBMITTED 5/28/76 TO A. VIDULICH BY GARY KENNEN OF THIS OFFICE.

JOHN GRASSMAN

CC: JOHN OAKS
DUANE CHRISTENSEN ✓
DOUG. GREENE

ROSEBURG REGION
RECEIVED
JUN - 9 1976

REFERRED TO

RE	RME	RCE	ROE	TE
RUE	Spec	RSB	FILE	
[illegible]	[illegible]	[illegible]		

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BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen Do Copy
3 Scott ✓
Swenson
Savage
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JUN 11 1976
ROAD DESIGN SECTION

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Other

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

1985 Roosevelt Blvd.
Eugene, Oregon 97402

June 3, 1976

SUBJECT: File No. 48854 & 49128
Black-Wuite
Comstock-Anlauf Section
Pacific Highway
Douglas County

To: Dick Wilson
Regional Appraiser
1058 W. Harvard
Roseburg, OR 97470

When Mr. Black sold to Mr. Wuite, he retained an easement near the west boundary of the property. Bonneville Power has an easement in the same location. After inspecting the property, I discovered this easement intersects our taking at one point. If it is possible to reduce our taking so as not to conflict with this easement, it would simplify the appraisal and the negotiations.

Attached is a rough sketch showing the approximate location of the easement. Mr. Black has rough graded a roadway where the easement is located. He would like to complete the road within the next two weeks, so immediate action is necessary. I have also attached a copy of the deed from Black to Wuite which describes the easement area and a sketch by Bonneville showing the easement area.

Greg Bowman

Greg Bowman
Right of Way Agent

GB:ss

RECEIVED
JUN 4 1976
ROSEBURG R/W

1027 6-[illegible]-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I[illegible]-3(107)162

STATE PROJECT NO. Divide-Anlauf Section

PROGRAM NO.

COUNTY NAME Douglas & Lane

FROM:
G. L. Green, Division Administrator
Salem, Oregon

ITEM NO. I 8[illegible]3

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '76
REFER TO
Rulien
FOR

Info	Svcs	P.C	D R	Sign	Act	File
						✓

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 5/24/76

FEDERAL ROUTE NUMBER Interstate Route 5

STATE ROUTE NUMBER Pacific Highway Primary Route 1

GENERAL LOCATION: I-5-Anlauf Interchange to NE 7.5 miles

GENERAL DESCRIPTION OF WORK: Last Resort Housing (Right of Way)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Approval at an estimated cost of $21,000, Federal funds $19,300.

XXXXXXXXX Right of way Preliminary housing studies $1,000, Federal funds $920
☒ ~~[illegible]~~

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I approve the subject project for inclusion in the Federal-aid Program as requested in Mr. Rulien's May 17, 1976 letter.

Also, as requested in Mr. Rulien's 5/17/76 letter you are authorized to proceed with the work as shown above.

DATE 6/3/76

SIGNATURE OF APPROVING OFFICIAL G. K Hoeger

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-886

1037

PRO-6-2

June 3, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. I-5-3(97)162
Comstock - Anlauf Section

We hereby request your retroactive approval effective September 2, 1975 of a program change on the subject project to change the project status from Stage I to Stage II which will involve an obligation of $10,000 in total cost and $9,200 in federal funds for parcel 47[illegible]3 which was authorized on April 11, 1974.

CL:ro

9037

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

May 26, 1976

FROM: Frank E. Terpin
Location Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

SUBJECT: Divide-Anlauf Section
Pacific Highway
Lane & Douglas Counties

The Anlauf Interchange connection to the Umpqua Highway has been reviewed because of the soil conditions between the interchange and the crossing of the railroad which we believe would require extensive rock inlay to control sliding. Moving the line out of the cut would improve the alignment of the Umpqua Highway and substantially reduce the quantity of rock inlay but would increase embankment volumes and structure costs. Comparative estimates indicate that this revision is less costly.

It is our recommendation that this design revision be adopted which will require that we return to all persons affected in the area and determine whether they want another hearing to consider this design. Tabulation of persons contacted and their response will be required for submittal to the FHWA to secure their approval of design change from that presented at the hearing.

Changes in environmental impacts will have to be evaluated, also. If these are not substantial it will be adequate to only identify and discuss in a report indicating that this is the case. Substantial change in impact would require a more extensive supplemental report and possibly a new hearing.

Please proceed with this process and advise of progress or problems. Sketch maps are attached for your reference.

Attach.

GCW:mc

cc J. B. Boyd
J. H. Versteeg
Gary Potter

1 Versteeg ✓
2 Olson
3 Christensen Don
Scott
4 Swenson
Savage
Trout

RECEIVED
MAY 27 1976
ROAD DESIGN SECTION

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Requires Approval ☐
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✓ Watson LW
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BY FINAL DESIGN ENGINEER

9037

1-5

Salem, Oregon
May 19, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

D. O. Christensen
Final Design Engineer

Umpqua Highway Connection
Comstock-Anlauf Section
Pacific Highway
Douglas County

A. Shirley
Region Engineer

We are sending you copies of the map whowing the proposed revised alignment of the Umpqua Highway Connection at the Anlauf Interchange. Please have this line staked and levels run. Prepare vicinity maps for the Buck Creek county road overcrossing, the Crossing at Pass Creek, and the Southern Pacific railroad overcrossing. On completion of staking the line, notify the Bridge Unit in Salem that they may make their foundation exploration for the design of the structures.

In order to check the accuracy of the Cross sections picked from the aerial topographic map, please take cross sections at 500 foot intervals on even stations between Sta. 305+00 to Sta. 330+00. Also make ties to any significant physical features such as building, large water ponds, etc.

A major problem during construction will be the handling of traffic. By using the Curtin Interchange to route traffic to the Umpqua Highway this problem can be greatly reduced. Please review this route to see if it is physically adequate to handle the traffic and check to see what agreements, etc., will be necessary for its use.

DOC:az
cc: Walt Hart (with enclosure)
F. E. Terpin (with enclosure)
L. K. Watson

1 [illegible] ✓
2 Olson [illegible]
[illegible]
Scott
Swanson
Savage
Trout

RECEIVED
MAY 20 1976
ROAD
DESIGN
SECTION

Requires Reply ☑
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Receiver Keep ☐
Do not File ☐
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1037

PRO 6-2

May 17, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Change
Project No. I-5-3(97)162
Divide-Anlauf Section

We hereby request your approval of a program change on the subject project to extend the limits in a northerly direction 6.6 miles to include the required right-of-way from Divide-Comstock as indicated on the attached PR-9 forms.

Approval of the program change on this project will result in an additional obligation in total cost of $10,000 and federal funds of $9,200 for parcel 47853 which was authorized on April 11, 1974 under Stage I programing.

Enclosed for your approval is a copy of Mr. North's March 8 and 18, 1976 relocation plan for the subject project.

Relocation assistance for this project will be provided from the Region 3 Right-of-Way Office in Roseburg.

Upon your completion of the right-of-way maps we will request authorization to proceed with the actual acquisition of the balance of the right-of-way on the project.

CL:rm

Budget Bureau No. 41-R2068;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME
2	(18) - (20)	I-5, Anlauf Interchange to N.E. 7.5 mi.		13,200	20,800	94	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FM ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR.
3	Right-of-Way Purchase								I-	5-3(97)

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	Interstate	Douglas and Lane

NAME OF URBAN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE
---	Interstate	1	I-5	1

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
1	(1 or 8)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage I	781	I-5-3(97) 162	I-5, Anlauf Interchange to N.E. 2.0 mi. "Comstock-Anlauf Section"	2.0	10,000			ROW acq includi and rel
										PROJECT TOTAL	2.0	10,000			
5					PE ROW CONST		RE-QUESTED REVISION Stage II	781	I-5-3(97) 162	I-5, Anlauf Interchange to N.E. 7.5 mi. "Divide-Anlauf Section"	7.5	273,500	252,300	21,200	ROW acq includi relocat buildin
										PROJECT TOTAL	7.5	273,500 (16) (23)	252,300 (24) (33)	21,200	

CARD	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 → CODE 11	CODE 2

REASON FOR CHANGE: To extend the project limits northerly 5.5 miles and increase funds to reflect the additional right-of-way required.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:
April 11, 1974

OTHER:
September 2, 1975
April 16, 1976

PROGRAM REVISION REQUESTED	RECOMMENDED	APP
DATE May 17, 1976	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
STATE HIGHWAY ENGINEER Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
, Anlauf Interchange to N.E. 7.5 mi.		13,200	20,800	94	10	Oregon	41	042	781

		FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
ORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
ase								I-	5-3(97)	162	

	COUNTY NAME	CODE
Interstate	Douglas and Lane	019 039

	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
---	Interstate	I	I-5	1	I-5

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
53	ITEM AS NOW PRO-GRAMED Stage I	781	I-5-3(97) 162	I-5, Anlauf Interchange to N.E. 2.0 mi. "Comstock-Anlauf Section"	2.0	10,000			ROW acquisition all phases including incidental costs and relocation assistance.
				PROJECT TOTAL	2.0	10,000			
	RE-QUESTED REVISION Stage II	781	I-5-3(97) 162	I-5, Anlauf Interchange to N.E. 7.5 mi. "Divide-Anlauf Section"	7.5	273,500	252,300	21,200	ROW acquisition all phases including incidental costs relocation assistance and building demolition.
				PROJECT TOTAL	7.5	273,500	252,300	21,200	

en submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE: To extend the project limits northerly 5.5 miles and increase total cost and federal funds to reflect the additional right-of-way required.

o or more projects. Prepare a form PR-1 for all
m such action.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE May 17, 1976	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
STATE HIGHWAY ENGINEER Project Management Engineer	TITLE	TITLE

class of project to another, or covers joint financing, show both classes of funds involved.

ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48868-P61

DIVIDE-ANLAUF SECTION
PROJECT NO. I-5-3(97)162

Revised Project Data:

Existing Facility:

Note

Roadway - - - 4-12' lanes A.C. Pavement, variable 0' to 99' median and 10' shoulders.
Structures - - - Bucks Cr. Rd. O'xing 90' RCDG, HC NB 41'7", HC SB 41'7"
Anlauf Interchange U'xing 90' RCDG HC 47' VC 12'9"
Bear Cr. Rd. O'xing (Twin Str) 200' RCDG HC NB 30' HC SB 30'
Comstock Frontage Rd. O'xing 90' RCDG HC 58'
Hawley Rd. U'xing 213' RCDG HC NB 45' VC 17'3", HC SB 38'8" VC 18'6"
Divide U'xing 353 RCDG HC 41' VC 17'3"
Martin Cr. Rd. U'xing (Twin Str) 80' RCDG HC NB 40' HC SB 36'

Adjacent Sections:

S. End - - - 4-12' lanes AC pavement, 16' median and 10' shoulders.
N. End - - - 4-12' lanes AC pavement, 50' median and 10' shoulders.

Project Data: Right-of-Way acquisition all phases, including incidental work relocation assistance and building demolition as required to provide for future pavement overlay, reconstruction of the Divide and Anlauf Interchange and revisions to roadside features and appurtenances necessary to conform with Interstate Safety Standards.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Final Environmental Impact Statement approved by FHWA Regional Administrator on August 28, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 6 Clearinghouse letters of approval dated June 23, 1971 and June 18, 1971 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Corridor/Design hearing held June 27, 1974.
(b) Location/Design - - - Approval granted by FHWA memo of October 16, 1975.

Data for PR-37:

Right of Way	$241,500
Relocation Assistance	
Moving Costs (5 families)	2,500
Replacement Housing	27,500
Building Demolition	2,000
Total	$273,500

Note: (1) This project is in Congressional District No. 4.
(2) Lane County - - 20%
Douglas County - - 80%

e 0' to 99' median

HC NB 41'7", HC SB

9"
0' HC SB 30'

HC SB 38'8" VC 18'6"

40' HC SB 36'

n and 10' shoulders.
n and 10' shoulders.

including incidental
as required to provide
Divide and Anlauf
appurtenances necessary

nts, Historical and

t Statement approved by

istrict 6 Clearinghouse
, 1971 respectively.

ing held June 27, 1974.
FHWA memo of October 16,

500

500
500
000
500

PRO 6-2

May 17, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-3(107)162

We are submitting program data for one project, Item No. 863, Project No. I-5-3(107)162," Divide-Anlauf Section", which we desire to have included in the Federal-Aid Interstate Highway Program.

We request concurrent with program approval authorization to proceed with the preliminary housing studies phase of work under the project at an estimated total cost of $1,000 with an obligation of $520 in Federal funds.

CL:re

cc: J. R. Oakes

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

May 17, 1976

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 I-5, Anlauf Interchange to N.E. 7.5 mi.	ADT	PRESENT 14,000	FUTURE (66) (70) 21,500	YEAR (71) (72) 96	REGION 10
							STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Last Resort Housing	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	OA CLASSIF. (70)	OA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 I- NUMBER 7 5-3

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Douglas and Lane
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. FEDERAL-AID I-5 (32) STATE 1 (36) (37) U.S. I-5

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					**PE**							
5					**ROW** R/W H			7.5	21,000	19,300	1,700	
5					**CONST** (CODE)		"Divide - Anlauf Section"					

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	7.5	(19) 21,000 (23)	(24) 19,300 (28)	1,700	
1	14	PROGRAM APPROVAL DATES					REMARKS Additional data: Item No. I-7	

-OVE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 17, 1976

T LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Anlauf Interchange to N.E. 7.5 mi.		14,000	21,500	96	10	Oregon	41	042	853

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASS.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.	
ousing								I-	5-3	(107)	162		

Interstate

COUNTY NAME: Douglas and Lane
CODE: 019 & 039

ROUTE NO.: FEDERAL-AID I-5 | STATE 1 | U.S. I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
								Relocation assistance last resort housing
W H			7.5	21,000	19,300	1,700		
NST DE)		"Divide - Anlauf Section"						ROW-300' normal; access control-full; Parking restrictions-complete.
CL		PROJECT TOTALS	7.5	21,000	19,300	1,700		

OVAL DATES

REMARKS
Additional data: Item No. I-781; Project No.
I-5-3(97)162

-OVER-

DIVIDE - ANLAUF SECTION
PROJECT NO. I-5-3(107)162

Remarks continued:
Work underthis project consists of preforming a preliminary study, preparation of a last resort housing plan, and providing last resort housing if required for the relocation of one family whose present dwelling will be landlocked as a result of right-of-way takings.

FHPM 7-7-2, 7-7-5 and IM 50-1-70 Requirements compiled with under project no. I-5-3(97)162.

Data for PR-37:

Preliminary Studies	$ 1,000
Replacement Housing Plan	1,500
Last Resort Housing	18,500
	$21,000

4-16 16

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -3(97)162

STATE PROJECT NO. Comstock-Anlauf Section

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. I-781

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 22 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act
					✓

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 4/16/76

FEDERAL ROUTE NUMBER Interstate Route 5

STATE ROUTE NUMBER Pacific Highway Route #1

GENERAL LOCATION:
I-5 Anlauf Interchange to NE 2.0 miles

GENERAL DESCRIPTION OF WORK:
Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

/File #48852, 48853, and 48854-
/Total cost $6,500, Federal Funds

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY $5,990.

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4/11/74 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 4/14/76 letter you are authorized to proceed with the work as shown above.

Federal participation will be limited to that right of way actually incorporated in the final location.

DATE 4/16/76

SIGNATURE OF APPROVING OFFICIAL C J Mathes for

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1973-031-066

PRO 6-2

April 14, 1976

TO G. L. Brown, Division Administrator
Federal Highway Administration

FROM L. W. Julien
Project Management Engineer

SUBJECT Project No. I-5-3(97)162
Comstock-Anlauf Section (ROW)
(Files 48852, 48853 & 48854)
Douglas County

Your letter of April 11, 1974 approved the subject Stage 1 right-of-way project and authorized the acquisition of one parcel under protective buying provisions and an additional parcel was approved for purchase under memo of September 2, 1975 on a hardship basis.

We now request authorization to proceed with the actual acquisition of the above listed properties on the subject project which are as outlined in red on the attached sketch map.

There are no improvements on the properties to be acquired; therefore, relocation will not be required.

The estimated total cost of the right-of-way on these properties is $6,500 with an obligation of $5,850 in federal funds.

An estimate for the right-of-way costs and a relocation plan is being prepared for the Divide-Comstock Section and when completed we propose to submit a program change to include this right-of-way and relocation in the subject project.

CL:ljt
Attachment

cc: J. R. Oakes
Frank Lowe
D. E. Swan

Form 81-734-3114 9037 - 1-5

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date April 9 1976 Week ending April 10 1976

Job name Divide-Comstock Highway Pacific

County Douglas

Job prefix 610-1985

Anticipated per mile cost of survey

	Unit 1 Unit name	2	3	4	Total Survey Section
Mileage — Total	5.0 Frontage Road 4.06				
Mileage — Staked — Preliminary					
Mileage — Staked — Location	5.0 Frontage Road 4.06				
Per Cent Complete — Field	[redacted]				
Per Cent Complete — Office	[redacted]				
Date of Survey — Started	12/16/74				
Date of Survey — To be completed	[redacted]				
Estimated construction cost					

Expenditures — This Week — Salary 1980

Expenditures — This Week — Other 92

Previous total 185,685

Total (including this week) 187,757

Anticipated total 195,000

Authorization — Field (901) 165,000

Per cent expended 114

Anticipated overrun 30,000

Mail address 1849½ Garden Avenue
Eugene, Oregon 97403

Signed by Elizabeth Wyckoff

Title Resident Engineer

ROSEBURG REGION
RECEIVED
APR 12 1976
RM RCE ROE TE
INV SR FILE
ESI

REPORT OF WEEK ACTIVITIES

The field crew worked on vicinity maps for arch pipes at [illegible] 42+50, 25+00 and 17+50.

The office crew worked on drainage throughout the project [illegible] vicinity map at the [illegible] railroad grade crossing.

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 15 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

INSTRUCTIONS Original to Salem office; duplicate to Division Engineer, triplicate to be retained. (Use back if additional space is required)

7-37

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 8, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Comstock-Anlauf Section
Pacific Highway
Douglas County

TO: MEMORANDUM TO THE FILES

On Wednesday, April 7, 1976, a meeting was held in J. H. Versteeg's office to discuss the Umpqua Highway connection on the above subject section. Four plans were presented.

Plan No. 1 set forth the field proposed alignment. This alignment cut into the hillside immediately to the southwest of the proposed Anlauf Interchange, then crossed the valley floor with reversing curves and ties into the existing Umpqua Highway. In Plans 2, 3 and 4 the alignment was swung to the north of Plan No. 1 seeking to avoid hitting the hillside. It crosses the valley floor on a tangent and ties back into the existing Umpqua Highway. The major differences between Plans 2, 3 and 4 is the method of handling the Buck Creek County Road. In Plan No. 2 the county road is severed with the southern portion being connected directly to the proposed new Umpqua Highway. In Plan No. 3 the county road is carried under the Umpqua Highway with a structure just to the west of the Anlauf Interchange. In Plan No. 3 the county road is carried under the new Umpqua Highway adjacent to the Southern Pacific Railroad.

Plan No. 1 has four inherent problems connected with it.

(1) The cut which is produced when cutting into the hillside is 70'-80' high. Existing cuts on the Buck Creek Road and tests from drilling indicate that these cuts will fail unless stabilized by some method. Fred Yarbrough has proposed to stabilize these cuts with a rock inlay.

(2) The reversing curves are substandard and create something of a traffic hazard.

(3) The road connection to the Buck Creek County Road in this particular location creates a traffic hazard that cannot be completely overcome with the use of a left turn refuge.

(4) The channel change of Pass Creek adjacent to the railroad is not completely acceptable with the Fish and Wildlife Commission.

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 9 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Plans 2, 3 and 4 seek to modify or eliminate these problems found in Plan No. 1. After discussing and looking at the various plans and comparative costs it was decided to use Plan No. 3.

Final Design will furnish the Location Section with sufficient data to enable the affected property owners to be contacted to see if there are any objections to this new proposal.

Also it was decided that as a safety feature 10' shoulders will be used rather than 8'.

People present were:

Frank E. Terpin	Location Engineer
George Wills	Location Field Engineer
J. H. Versteeg	Road Design Engineer
Duane Christensen	Final Design Engineer
Lyle Watson	Design Team Supervisor
N. E. Mann	Designer

LKW:jh
cc: To All Participants

7637

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 22, 1976

SHM

FROM: Stephen H. Macnab
Assistant Hydraulics Engr

TO: FILES

SUBJECT: ADDENDUM
Buck Creek Culvert
Anlauf Interchange
Pacific Highway
Douglas County

A second review of the subject installation was conducted as a result of a change in design. Previous plans called for connecting two existing 10' x 10' RCBC's and extending them as needed; however, a conflict with the bents for the "A" line overcrossing structure has necessitated abandoning the existing culverts and constructing one long culvert.

Station "A" 896+53

Due to low headroom available under the northbound lane, a 12' x 8' RCBC is suggested in lieu of a 10' x 10' RCBC. A plan and profile is attached. In essence, the proposal consists of a culvert 400 feet long on a 1.43 percent grade. Outlet velocities for the design discharge of 925 cfs will be about 24 fps thus requiring an energy dissipator.

Fish passage is a consideration and baffles of the design shown on the attached drawing are suggested. Alternate culvert designs utilizing side tapered and slope tapered improved inlets were also investigated because they provide flatter barrel grades and thus lower flow velocities during fish passage periods; however, these designs require a steep "fall" slope at the inlet which is undesirable for fish passage.

Several rock-lined energy dissipators were studied for the purpose of reducing erosion at the culvert outlet. The "preformed scour hole" design was chosen because it uses less rock and has the added advantage of providing a resting/jump pool for migrating fish. See attached drawings. Class 700 riprap is suggested.

REFERRED TO

Beard ____ Reed ____
Cole ____ Sample ____
Erikson ____ ✓ Watson III
Hager ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Plans & Profile retained in Designers file.

1 Versteeg ✓
____ Olson ____
2 Christensen Doc
____ Scott ____
____ Swenson ____
____ Anderson ____
____ Trout ____

RECEIVED
MAR 24 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

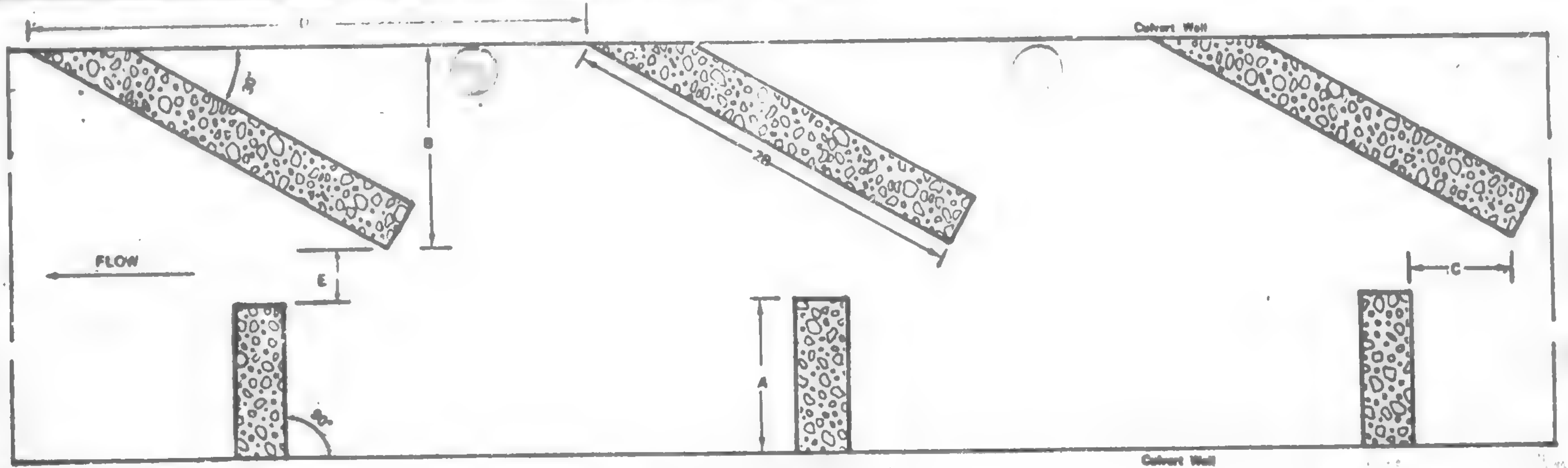
Station "C" 296+55

A 12' x 8' RCBC is suggested for this crossing to conform in size with the upstream culvert. It would be about 190 feet long on a 1.69 percent gradient and would produce outlet velocities of approximately 26 fps. Because of fish passage considerations, improved inlet designs incorporating a "fall" are unacceptable. Baffles similar to those shown on the attached drawing are suggested.

A change in culvert alignment as shown is suggested to better position the inlet with the energy dissipator of the upstream culvert. In addition, raising the "C" line grade as planned will require extending the culvert (on the alignment proposed by the field) into a 90 degree angle in the creek thus providing a very poor approach angle for the flow into the longer culvert.

An energy dissipator of the design used for the upstream culvert is suggested. Room available for a dissipator of this type is small and the basin can be designed for a side outflow as shown or a new channel can be excavated to allow outflow to be in line with the basin. The latter should be used if at all possible.

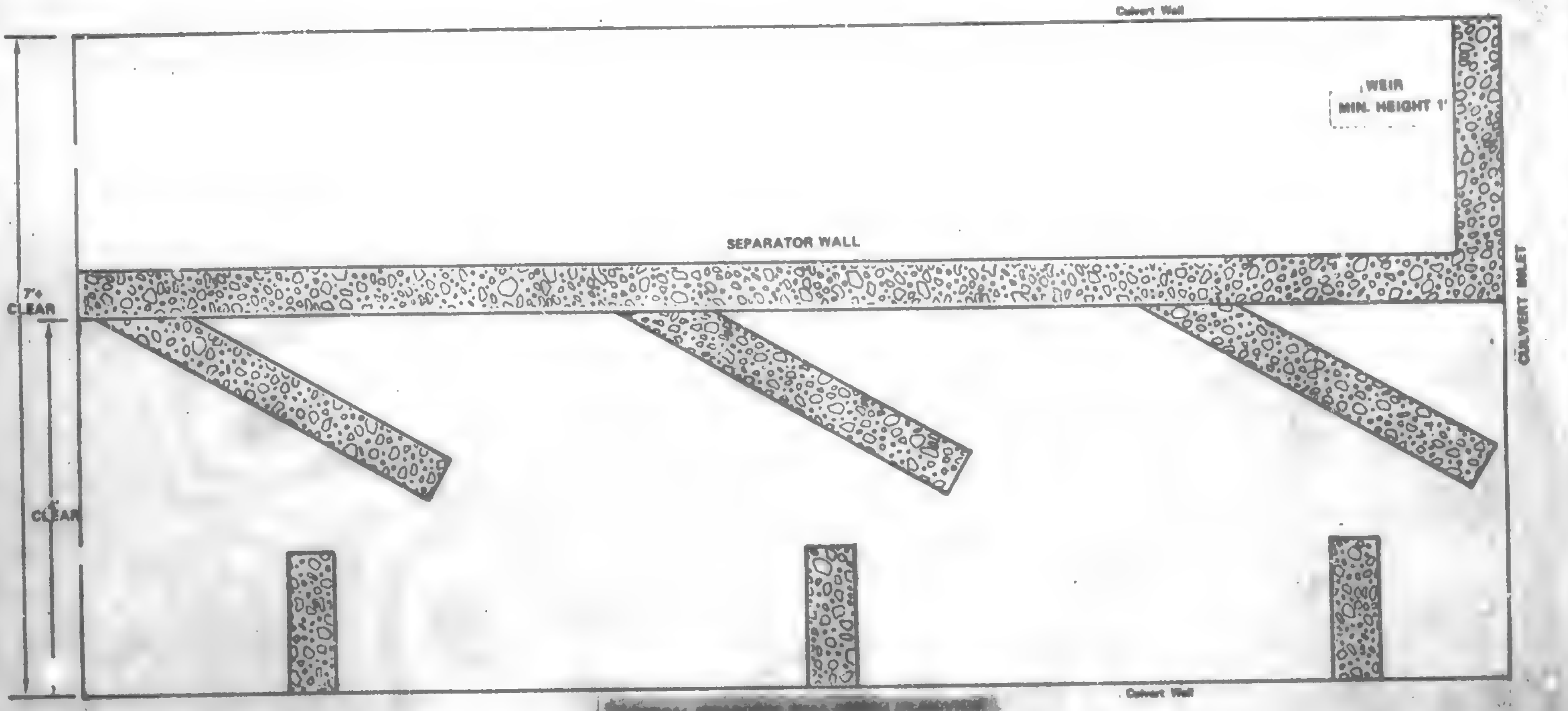
Attach
SHM:jp
cc F.E. Terpin
J.H. Versteeg
W.J. Hart
Gary Potter
Alfred Shirley


D
Culvert Wall
B
2B
FLOW
E
C
A
90°
Culvert Wall

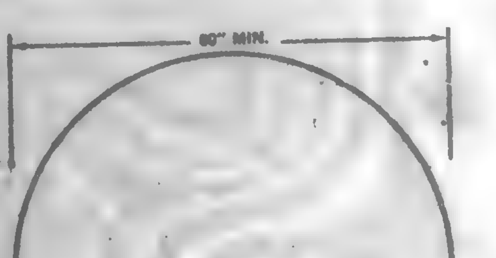
TYPICAL BAFFLE DESIGN (PLAN VIEW)

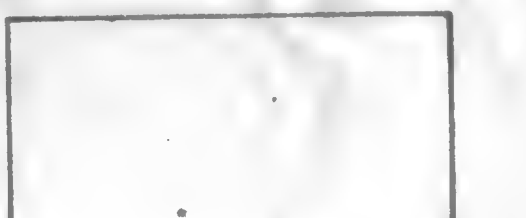
NOTE: Baffle Thickness = 6 Inches

Baffles may be constructed of concrete, wood, or steel plate.


Culvert Wall
WEIR
MIN. HEIGHT 1'
SEPARATOR WALL
7'+
CLEAR
CULVERT INLET
CLEAR
Culvert Wall

[illegible]


60" MIN.
B
A
1' MIN.


4.0' MIN.
B
A
1' MIN.

[illegible]

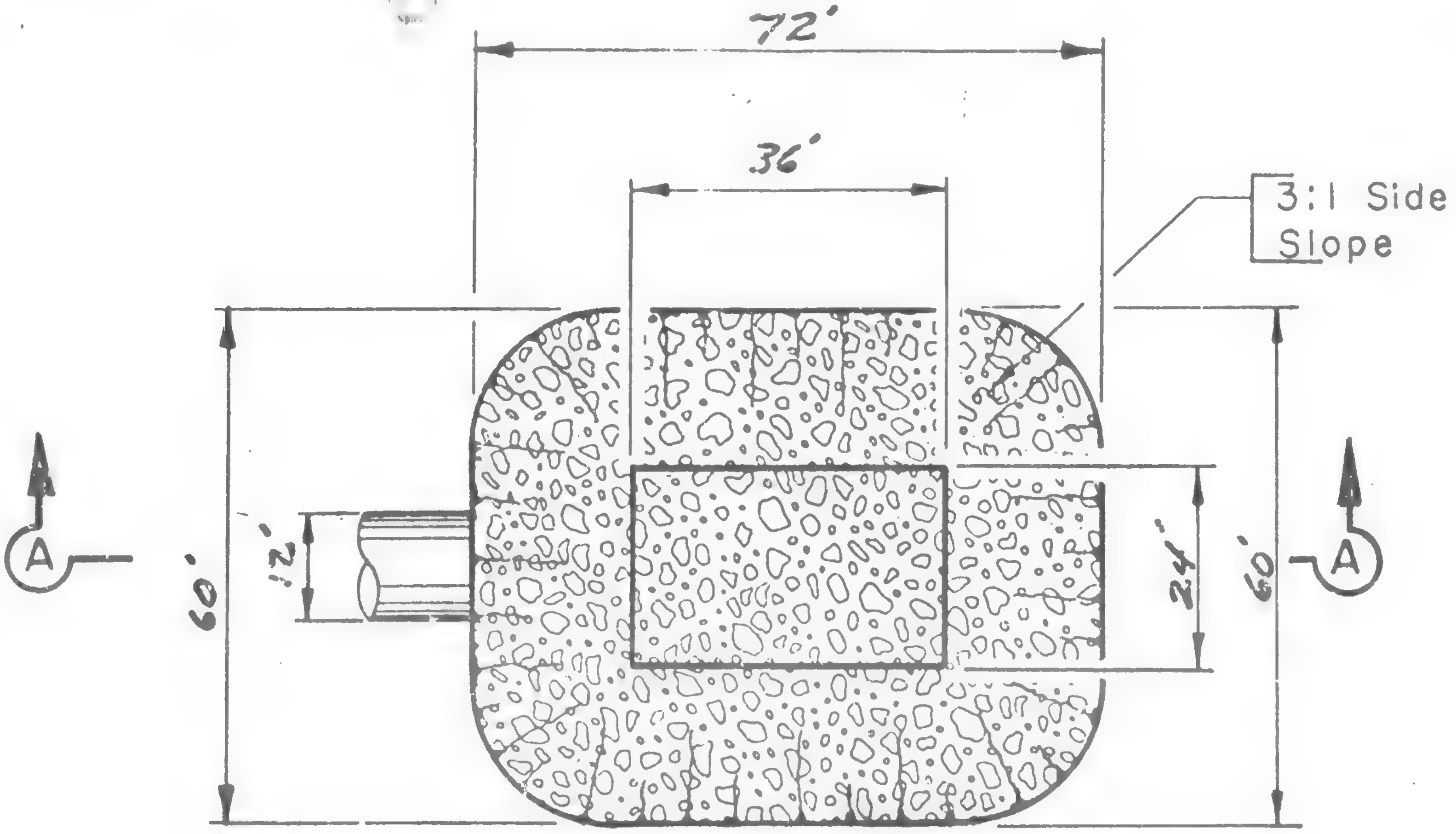
DIA (Inches)	60	66	72	84	96	108	120	132	144
A (Feet)	1.5	1.6	1.7	1.8	2.0	2.1	2.3	2.4	2.5
B (Feet)	2.0	2.1	2.2	2.4	2.6	2.8	3.0	3.1	3.3
C (Feet)	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.6	1.7
D (Feet)	4.5	4.8	5.0	5.5	5.9	6.3	6.7	7.1	7.4
E (Feet)	0.5	0.6	0.6	0.6	0.7	0.7	0.8	0.8	0.8

WIDTH (FEET)	[illegible]	4.5	5.0	5.5	6.0	6.5	• 7.0	• 7.5	• 8.0	• 8.5	• 9.0	• 9.5	• 10.0
A	[illegible]	1.7	1.9	2.1	2.3	2.5	2.7	2.9	3.0	3.2	3.4	3.6	3.8
B	[illegible]	2.2	2.5	2.7	3.0	3.2	3.5	3.7	4.0	4.2	4.5	4.7	5.0
C	[illegible]	1.2	1.3	1.4	1.6	1.7	1.8	2.0	2.1	2.2	2.3	2.5	2.6
D	4.5	5.0	5.6	6.2	6.7	7.3	7.8	8.4	9.0	9.5	10.1	10.6	11.2
E	[illegible]	0.6	0.6	0.7	0.7	0.8	0.8	0.9	1.0	1.1	1.1	1.2	1.2

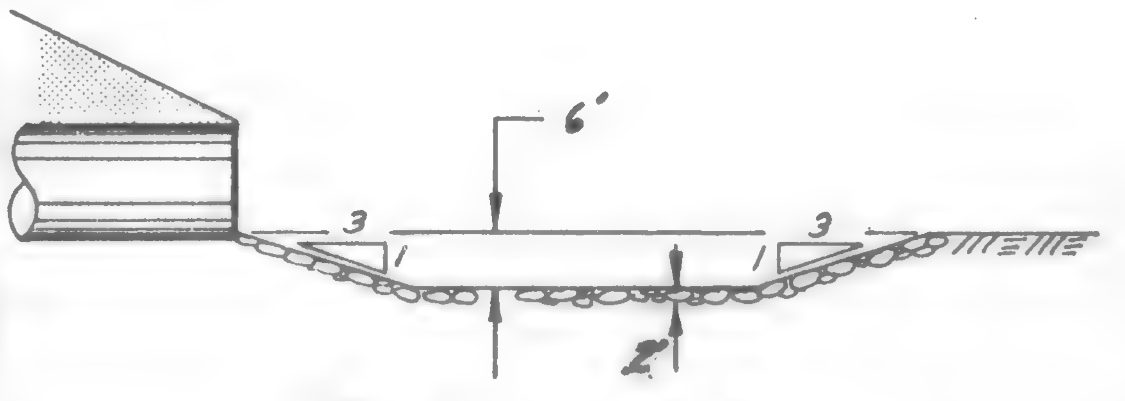
OREGON STATE HIGHWAY DIVISION
DEPARTMENT OF TRANSPORTATION

BAFFLE DESIGN STANDARDS

DATE: SEPT. 1976


72'
36'
3:1 Side Slope
A
60'
12"
24'
60'
A

PLAN



SECTION A A

Figure 7. Preformed Scour Hole

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 19, 1976

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: F. B. Klaboe
Administrator & State Highway Engineer

SUBJECT: Comstock-Anlauf
Divide-Comstock
N. Tigard-S. Tigard
Pacific Highway
Douglas & Multnomah Counties

The following is a status report on the subject projects:

Comstock-Anlauf

The project is in Final Design and alternate connections to the Umpqua Highway at Anlauf are being studied. Expect decision by the end of March. Two months to complete plans and seven months from now for right of way purchase puts us at a contract date of November 1976. This includes allowance for a railroad agreement. The present schedule has the job listed in the second quarter of 1977.

Divide-Comstock

The project is 85% completed and is expected in from the field in May or June. Allowing time for railroad agreement, bridge and road design, and right of way purchase puts us at a March 1977 contract at the earliest. It is presently scheduled for the second quarter of 1977.

North Tigard-South Tigard

The Environmental Section hopes to have the EIS finished in final form by June. Design approval could be expected by October 1976 if all goes well. Right of way estimates after that it will take 33 months to complete their portion. That makes a contract date of July 1979.

RECEIVED
STATE HWY ENGR
MAR 19 '76
REFER TO
FOR

Info	Inves	R/D	D/M	Sign	Act	File

NOTED
F. B. KLABOE

DNS:jh

9137 1-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG, OREGON 97470

LOC 16-1

DATE MARCH 18, 1976

TO FRED YARBROUGH
SOILS AND GEOLOGY ENGINEER

1 Versteeg ✓
Olson
2 Christensen Don
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 22 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FROM ELLIOTT PARKER
REGION 3 ENGINEERING GEOLOGIST
by James A. Bilderback
James A. Bilderback
Assist. Reg. 3 Eng. Geologist

REFFRRED TO
Beard LOCATION Reed
Cole SECTION Sample
Eriksen ✓ Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

SUBJECT PROPOSED CUT SECTIONS
ANLAUF INTERCHANGE
Pacific Highway
Douglas County

This drilling project began on February 19, 1976 and was concluded on March 12, 1976. Eight (8) holes were drilled, Six (6) of which were along proposed cut areas. Drilling was conducted with a Mobile B-50 drill with HQ wireline equipment. An aggregate footage of 354' was drilled, with continuous drive and undisturbed samples taken in the soil zones. Thirty-four (34) undisturbed samples were submitted to the Salem lab for selection of unconfined compression testing. The average depth of soil for the six (6) holes (to analize cut areas), was 29'. obviously, the soil depths will be even deeper at the maximum cut heights proposed on the right side (hill side).

Drill hole locations were placed in areas which had reasonable access without considerable cat work. An attempt was made to place the six holes at least 50' rt. of the proposed road centerlines. The two holes to probe fill foundation were placed on centerline. See enclosed location map.

Preliminary analysis (using a cohesion of 400 PSF, angle of int. friction of 5° on a 2:1 slope), indicates a maximum soil height of 35' as a critical height (for the softer zones at least). Maximum cut heights will exceed this, so some benching would appear necessary. This benching would also allow cut off drainage to carry water from approx FR Line Sta. 306 Westerly to a draw opposite "LU Line" Sta. 332+50 and from approx. "LU Line" Sta. Easterly to "LU Line" Sta. 332+50. Of course this could be better layed out with X-sections and topographic maps.

A relatively large spring area was used for drill water for holes 7, 8. This spring disappears into the slope approx. 30' to the right of hole # 7. Water drainage will be a very important part of construction. A further indication of this is the range of cohesive values from 300 PSF-2000 PSF (as determined by field Torvane tests). Materials range from fine silty sands to stiff "fat" clays.

Drill hole #2 (35' rt. "FR Line" Sta. 321), was collared only approx. 60' rt. of an already failed existing frontage road cut section (portions on 1:1 slope).

REFERRED TO
By Location Engineer ✓

(Continued on next page)

This failure has a width from opposite FR Line Sta. 319+50 to Sta. 322+50. It would appear that some properly placed slope protection or inlay would be required in this vicinity where new construction would be in such close proximity to the existing Buck Creek Rd.

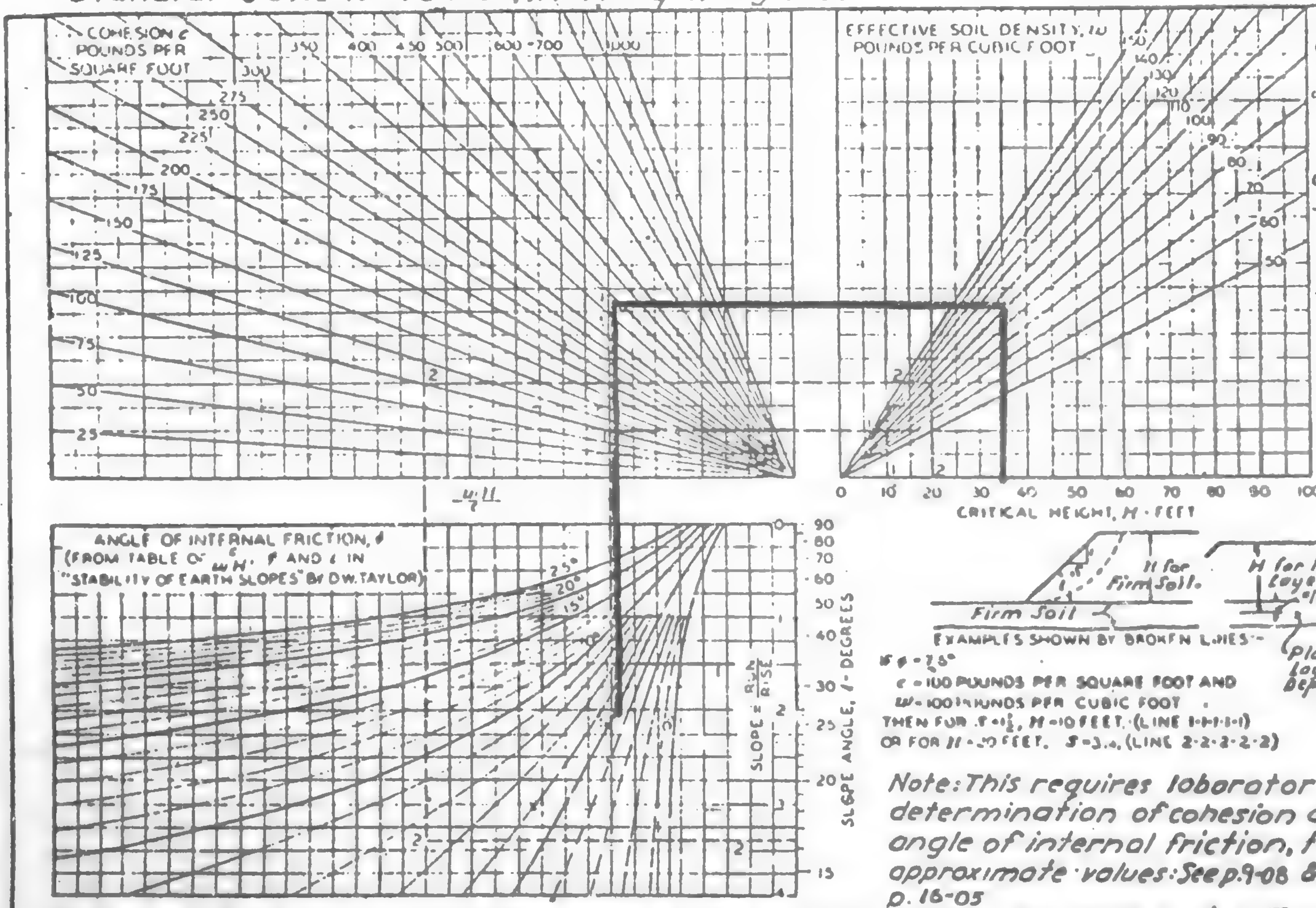
3 encl.

c.c. Frank Terpin
J.X. Wilson
Doug Greene

File

SOILS-EMBANKMENTS & RETAINING WALLS

LIMITATIONS: *All slopes of cohesive material require flatter angles as the height is increased. This limiting height will vary with the degree of compaction, cohesive strength and angle of friction. It will also vary with the strength of the foundation on which it rests. Granular soils have no limiting heights.*



EXAMPLES SHOWN BY BROKEN LINES:-
IF φ = 7.5°
c = 100 POUNDS PER SQUARE FOOT AND
w = 100 POUNDS PER CUBIC FOOT
THEN FOR S = $1\frac{1}{2}$, H = 10 FEET. (LINE 1-1-1-1-1)
OR FOR H = 20 FEET, S = 3.4. (LINE 2-2-2-2-2)

Note: This requires laboratory determination of cohesion and angle of internal friction, for approximate values: See p.9-08 & Table D, p. 16-05

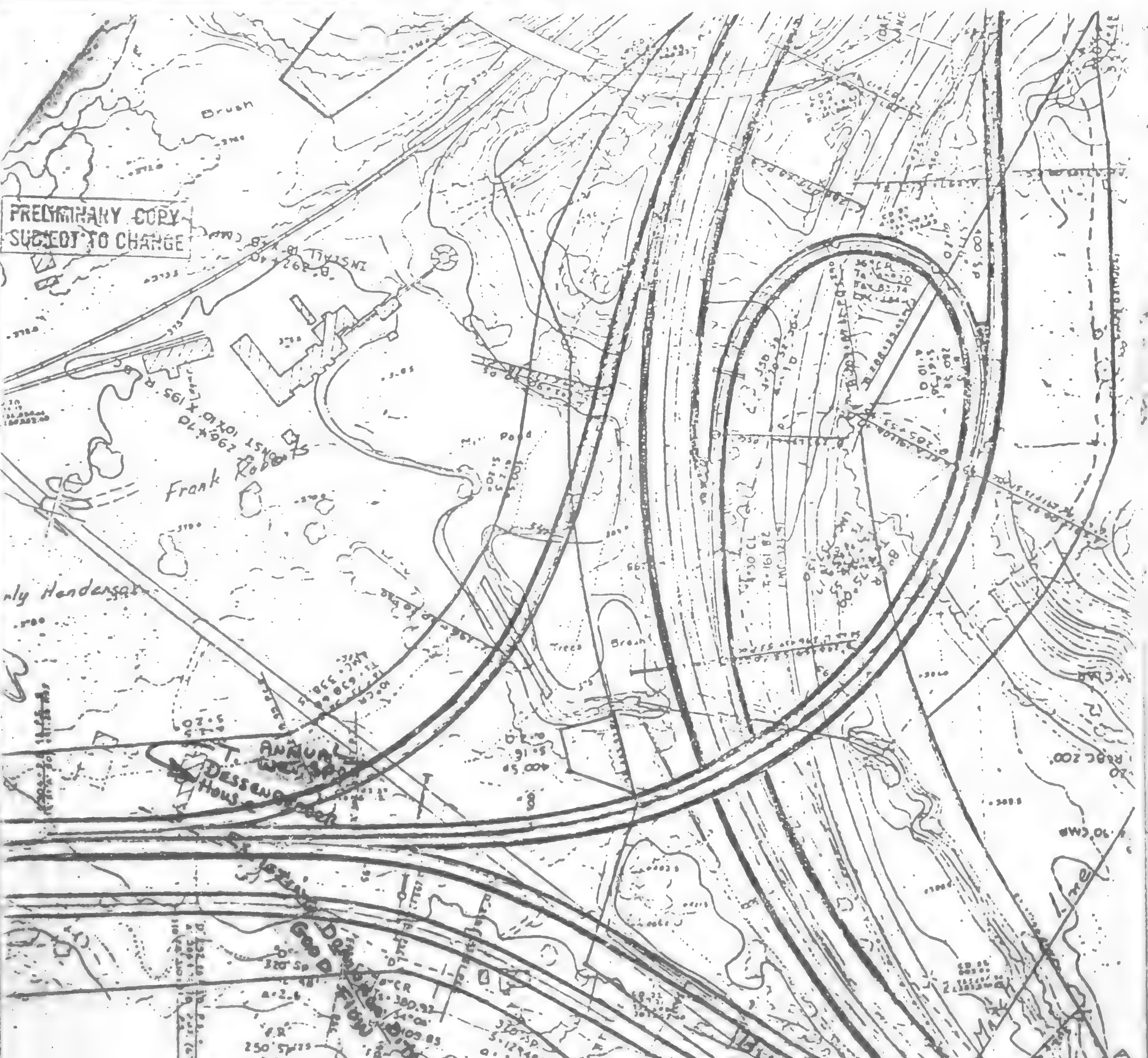
If "H" is greater than 100' and i is sought, use $\frac{H}{2}$ and $\frac{c}{2}$ on the chart to get i.

Ex., H=140' c = 800#/ft.² Using 70', and 400#/ft² Then i = 3.7:1 or 16½°.

2-76 EJ

OK

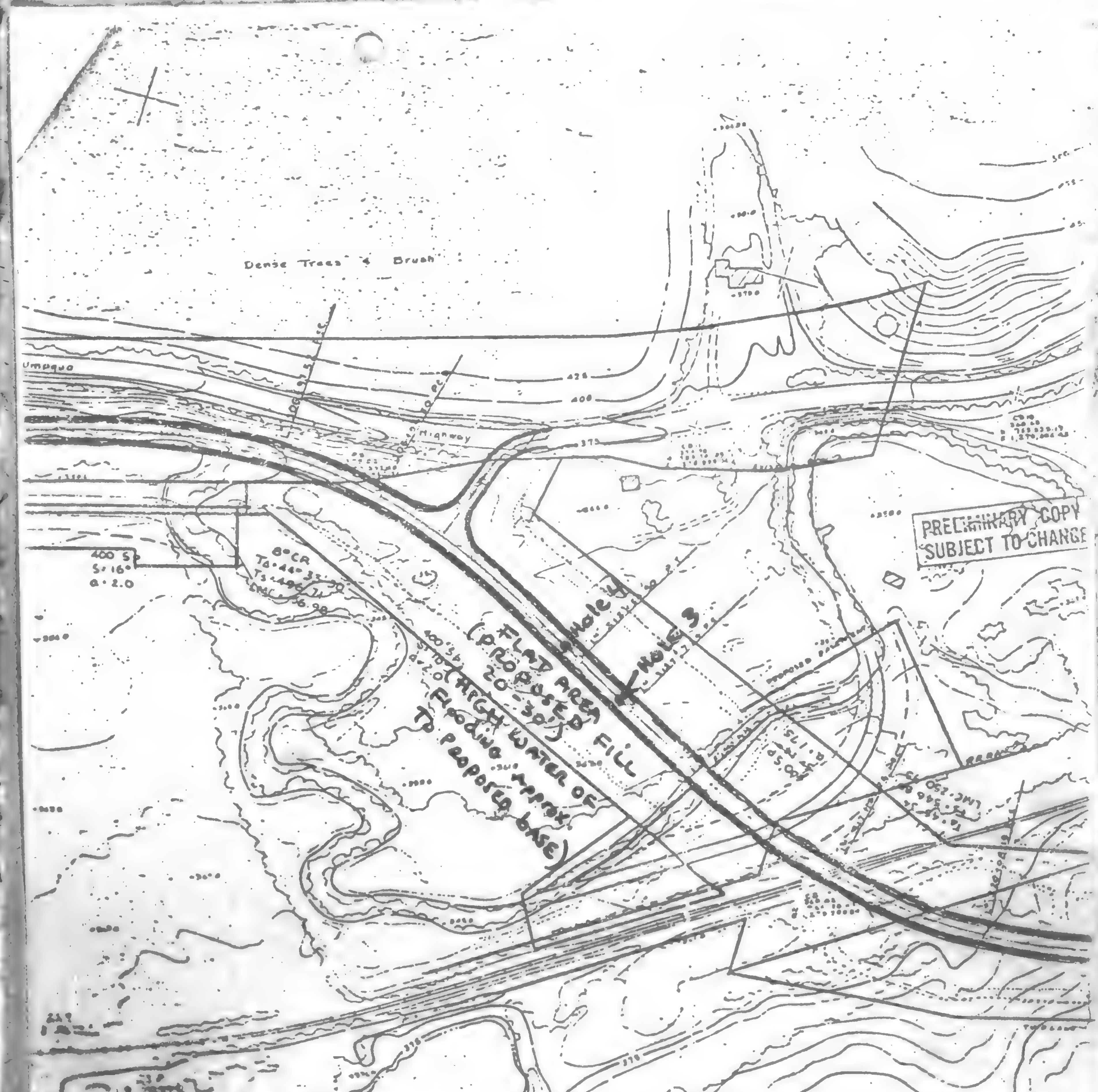
FIG. A- DETERMINATION OF EMBANKMENT SLOPES & HEIGHTS.


PRELIMINARY COPY
SUBJECT TO CHANGE
Brush
Frank Robb
nly Henderson
Pond
Trees Brush
Annual
Dessenberger
House
Good Drainage Flow (Spring)
320 Sp.
250 Sp.
LMC 155.93
Dense Trees & Brush
Buck Creek Rd.
Hole
Hole #2

DRILL HOLES 1 THRU 8
DRILLED FEB-MARCH 1976

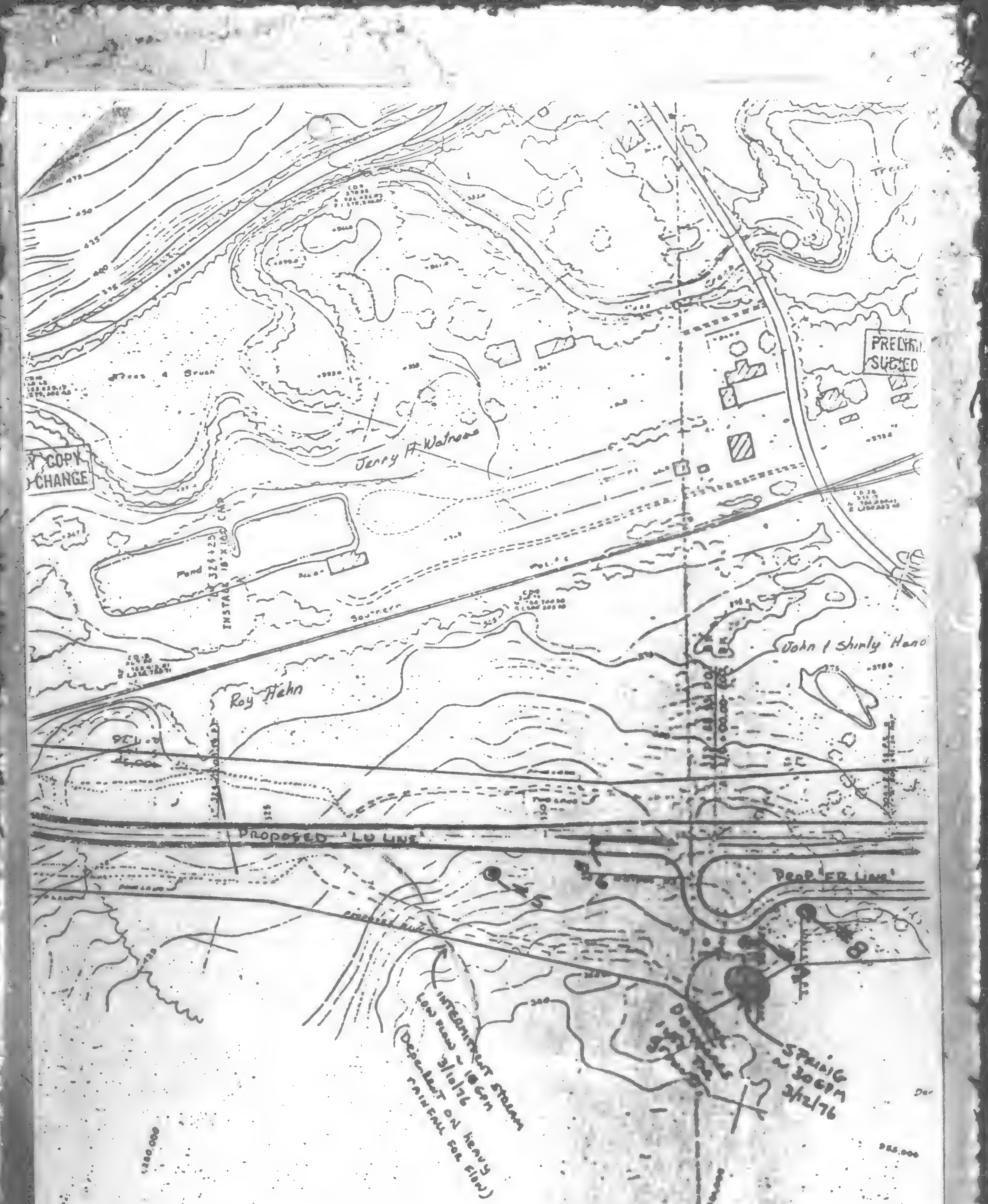
FROM PHOTO. JAN. 1972
SCALE: 1" = 200'±

(3/18/76) AB.


Dense Trees & Brush
Umpqua
Highway
400 Sp
S=16°
a=2.0
8°CR
FLAT AREA (PROPOSED FILL 20-30')
(HIGH WATER OF FLOODING APPROX. TO PROPOSED BASE)
Hole 4
Hole 3
PRELIMINARY COPY SUBJECT TO CHANGE
Pond
400
375

FROM PHOTOG.
JAN. 1972

SCALE: 1" = 200' ±


Y COPY
O CHANGE
PRELIMI
SUGGE
Trees & Brush
Jerry A. Walrone
Pond
INSTALL 18" x 100' CMP
Southern
John & Shirly Hano
Roy Hehn
PROPOSED 'LU LINE'
PROP 'ER LINE'
5
6
8
INTERMITTENT STREAM
LOW FLOW ~ 10 GPM
3/11/76
(DEPENDENT ON HEAVY
RAINFALL FOR FLOW)
SPRING
~ 30 GPM
3/12/76

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 6, 1975

FILE: BR 7469B

FROM: John R. Marks
Asst. Foundation Engineer

TO: Mr. Walter J. Hart
Bridge Engineer

SUBJECT:
Foundation Recommendation
Bear Creek Bridge (Widening)
Comstock-Anlauf Section
Pacific Highway
Douglas County
Bridge 7469B

REFERRED TO
Beard Reed
Cole Semple
[redacted] [✓ Watson]
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Location

This structure, planned for widening, is located adjacent to the town of Curtin and crosses over Bear Creek and Bear Creek Road in Douglas County on the easterly end of the line between Section 19 and 30, T. 21 S., R. 4 W., W.M.

Structure Site

In 1952 a three-span reinforced concrete deck girder structure with one cantilever span was constructed at this site. The bridge was originally designed to be timber pile supported; however, sandstone was encountered at a higher elevation than the test holes had indicated, consequently Bents 2, 3 and 4 were revised to spread footings established on sandstone at about elevation 381. Bent 1 was constructed as it was originally designed with only eight feet of timber pile penetration from footing elevation 390 to pile tip elevation 382±.

In 1959 Bear Creek Bridge was widened to accommodate two more travel lanes. The new bridge was constructed on the east side of and parallel to the old bridge. Bents 2 and 3 of the widened structure utilizes spread footings as did the old structure except a cross beam was constructed on two footings and columns instead of a footing and column for each of four longitudinal girders as the old bridge. Bent 1 of the widened structure is founded on 14'± 12BP53 steel pile with two footings near elevation 394.5. Bent 4 of the widened structure utilizes a 10' x 14' spread footing adjacent to the old bridge in the existing fill at elevation 407.5 and a pile supported footing on the left side of the bent at elevation 386.7. Only 8 feet of penetration was obtained with the steel 12BP53 pile driven at this bent.

The north span crosses Bear Creek Road and is presently posted as providing a maximum of 14'-6" of vertical clearance with a minimum of 14'-1" at the edge of pavement.

The center span crosses Bear Creek which has a streambed of silty clay and an abundance of riparian vegetation. Stream velocities do not appear great enough to cause erosion and scour in the area of the bridge.

Foundation Material

Two test holes were drilled at this site prior to the construction of the first bridge in 1952. Test Hole No. 39 was drilled near Bent 1 and Test Hole No. 38 was drilled near Bent 2. Sandstone was encountered at about elevation 382 during the excavation for the footings at Bent 2 which did not collaborate the findings of Test Hole No. 38, therefore, this test hole data will be ignored in this report. Test Hole No. 39 originated at elevation 395, revealed about 12 feet of brown clay followed by two feet of gray clay, and encountered an underlying stratum of hard sandstone at about elevation 381. This data has been supported by all subsequent footing excavations.

Foundation Recommendation

The support of the widening at Bent 1 Left and Right can be similar to the 1959 widening which is steel "H" piling with footings at elevation 394+. The pile tip elevations will be about 380 whether the piles are HP 10 x 42 at 50 tons resistance each or HP 12 x 53 at 70 tons resistance each. Pile tip reinforcement is not required.

Bents 2 and 3 Left and Right could also be constructed as they were for both the original and the 1959 widening structures with spread footings keyed into hard sandstone between elevations 380 and 381 using an allowable bearing pressure of 15 tons/sq.ft.

As an alternate, Bents 1, 2 and 3 could be constructed utilizing drilled shafts filled with reinforced concrete extending from just below ground surface down to the sandstone at about elevation 380 using the same allowable bearing pressure of 15 tons/sq.ft. From just below ground surface up to the elevation of the cross beam, a square configuration may be more in keeping with appearance of the existing columns. Belled ends may be required to resist overturning.

Due to the boulders contained in the Bent 4 fill, pile support is not considered practical. This bent already contains two spread footings founded on the sandstone at about elevation 381, a spread footing founded in the fill at elevation 407.5 and a steel "H" pile supported footing at elevation 386.7. If piling were driven, the existing fill would have to be removed to about elevation 385 or 386 to eliminate the boulders leaving only 7± feet of undisturbed material for pile penetration to the sandstone. Spread footings founded in the fill at an elevation low enough to provide complete footing support in the existing fill, approximately elevation 407 or lower, are recommended for support of Bent 4 Left and Right, widening sections.

The existing spread footing at the southwest corner of the northbound structure at elevation 407.5 was designed with a soil bearing pressure of 1.84 kips/sq.ft. and L. R. Allen noted in his final inspection of the 1959 widened structure that the "S. W. corner of the bridge appears to have settled approximately 1/2 inch since fill was placed." This is the location of the spread footing in question. However, there is no evidence of further settlement or structural damage at this time. A maximum allowable soil bearing pressure of 2 tons/sq.ft. is recommended, however, short-term settlement of 1/2" should be anticipated.

Excavations for footings at Bent 2 should be backfilled with special backfill material for adequate support of the adjacent roadway.

All falsework, if required, should be supported on driven piling.

JRM:dh

cc R. W. Ellison
L. L. Wallace
A. C. Harwood
G. G. Swenson

[Note: Bt. 1 ftg. on steel piles or drilled shaft.
2 - 3 spread ftgs. or drilled shaft.
4 spread ftgs. on fill (Select mtrl. req'd for fill widening at br. ends. W. J. Hart 10/6/75]

REFERRED TO
Board
Reed
Cole
[✓ Sample]
Erikson
Hager
Wolfe
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
3 Torpin T
Scott
2 Swenson
R. Olson
Trout
RECEIVED
OCT - 8 1975
ROAD DESIGN SECTION
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

9037

Versteeg I-5

RECEIVED
SEP 1975

1 Versteeg
3 A. C.
2
Stevenson
X
R. Olson
Trout

MEMO

Hawley Ranch
~~Divide-Comstock~~
Pacific Highway
Lane County

MEMO TO FILE

A meeting was held September 10, 1975 at 10:00a.m. at the Hawley Ranch with Mr. J. X. Wilson, Regional Construction Engineer, and this writer D. W. Greene from the Oregon State Highway Division and Mr. Robert Mandemaker lessee of the Hawley Ranch representing the owner of the subject ranch.

This meeting was to discuss the problem of moving cattle from the pastures on the easterly side to the barn on the westerly side of the Goshen-Divide Highway. This highway is to be relocated due to the proposed revision of the Divide Interchange.

Mr. Mandemaker suggested an overpass. It was pointed out to him that this would be very costly, and it would not be possible to justify such a cost.

Another possible solution was discussed, namely a cattle underpass, Mr. Mandemaker indicated that due to his operation which is raising purchased cattle, a large number of the cattle being moved are bulls, and he did not feel that a standard 84" cattle pass would be suitable. This is because a man driving the bulls through the underpass would have to lead his horse with the bulls in front and his horse behind, blocking his passage to get out of the way if the bulls decide to turn and fight him or do not want to go through the underpass. He pointed out that there are no cattleguards across the railroad tracks and that due to the angle of the new approach for his cattle to Martin Creek Road, cattle guards would be needed.

Mr. Mandemaker was advised that any facility provided to move his cattle would have to be justified by additional safety to the traveling public.

At the close of the meeting Mr. Mandemaker advised that the survey crew could come on his property and do the survey work required for the realignment of the Goshen-Divide Highway. The survey crew is to advise him each day that they are at work on his ranch.

D. W. Greene
Resident Engineer

DWG/esw
cc: J. X. Wilson

CC: V.D. Wolfe
J.H. Versteeg
C.T. Keasey
} Your info.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

7031 9-2-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-3(97)162

STATE PROJECT NO.
Comstock-Anlauf Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-781

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 4 '75
REFER TO
Owg - Rulien
FOR

Info	Inves	R/D	D/R	Sem	Act	File
						✓

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
September 2, 1975

FEDERAL ROUTE NUMBER
Interstate Route 5

STATE ROUTE NUMBER
Pacific Highway Route 1

GENERAL LOCATION:
I-5 Anlauf Interchange to N. E. 2.0 miles

GENERAL DESCRIPTION OF WORK:
Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Relocation Payments
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of April 11, 1974 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's August 21, 1975 letter you are authorized to proceed with the actual acquisition of File 48792 - Dessenberger at a total estimated cost of $51,000.00 - Federal funds $47,040.00 as being in the public interest under the provisions of FHPM 7-2-2 paragraph 5d.

Federal participation will be limited to that right of way actually incorporated in the final location.

DATE
9-2-75

SIGNATURE OF APPROVING OFFICIAL
Charles J Mathews for

TITLE
Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

CON 21-2
I-5, S
~~PRO 6-2~~
Sp.

cc: J. R. Oakes
M. Mitchell

August 21, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. I-5-3(97)162
Comstock-Anlauf Section (ROW)
(File 48792 - Dessenberger)

Your letter of April 11, 1974 approved the subject Stage I right-of-way project and authorized the acquisition of one parcel under protective buying provisions.

We now request your authorization to proceed with the actual acquisition of the above listed property on the subject project on the basis of hardship under the provisions of FHPM 7-2-3, Para. 5d. The property to be acquired is as outlined in red on the attached sketch map.

Attached is a copy of Mr. Oakes' memo of August 13, 1975 with attachments which set forth the estimated cost of the property and the hardship which exists. Since the two families to be relocated as a result of this acquisition intend to move from the area, a relocation plan has not been prepared or considered necessary. We will provide them relocation assistance and help in any way possible in finding comparable replacement housing.

Authorization to proceed as requested above will result in an obligation in total cost and federal funds as follows:

	Total Cost	Federal Funds
Right-of-Way	$ 40,000	$ 36,900
Moving Costs (2 families)	1,000	920
Replacement housing	9,000	8,300
Building demolition	1,000	920
TOTAL	$ 51,000	$ 47,040

9037 I5

Salem, Oregon
June 18, 1975

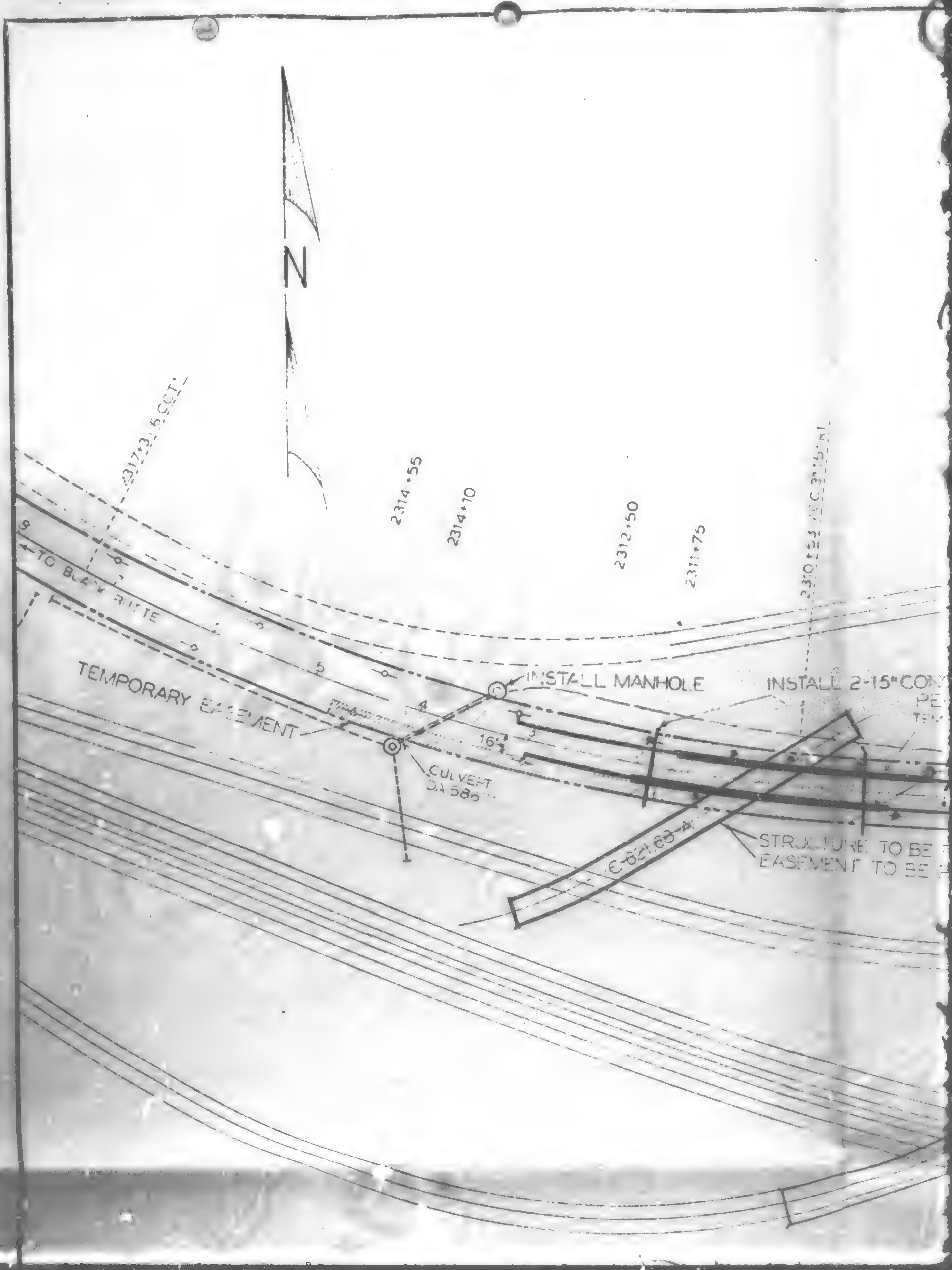
ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Road Design Engineer

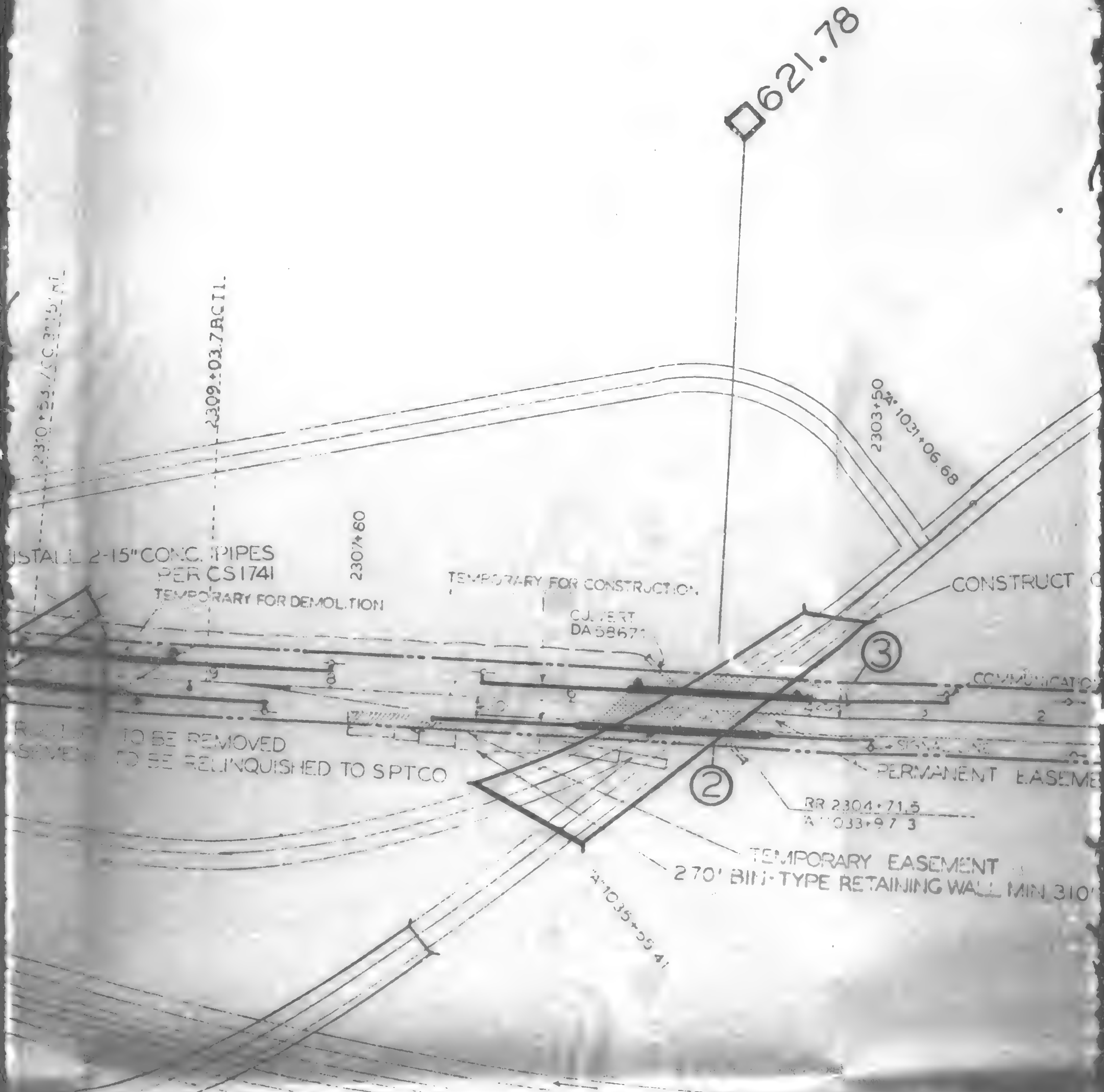
Divide-Anlauf Section
Pacific Highway
Lane and Douglas Counties

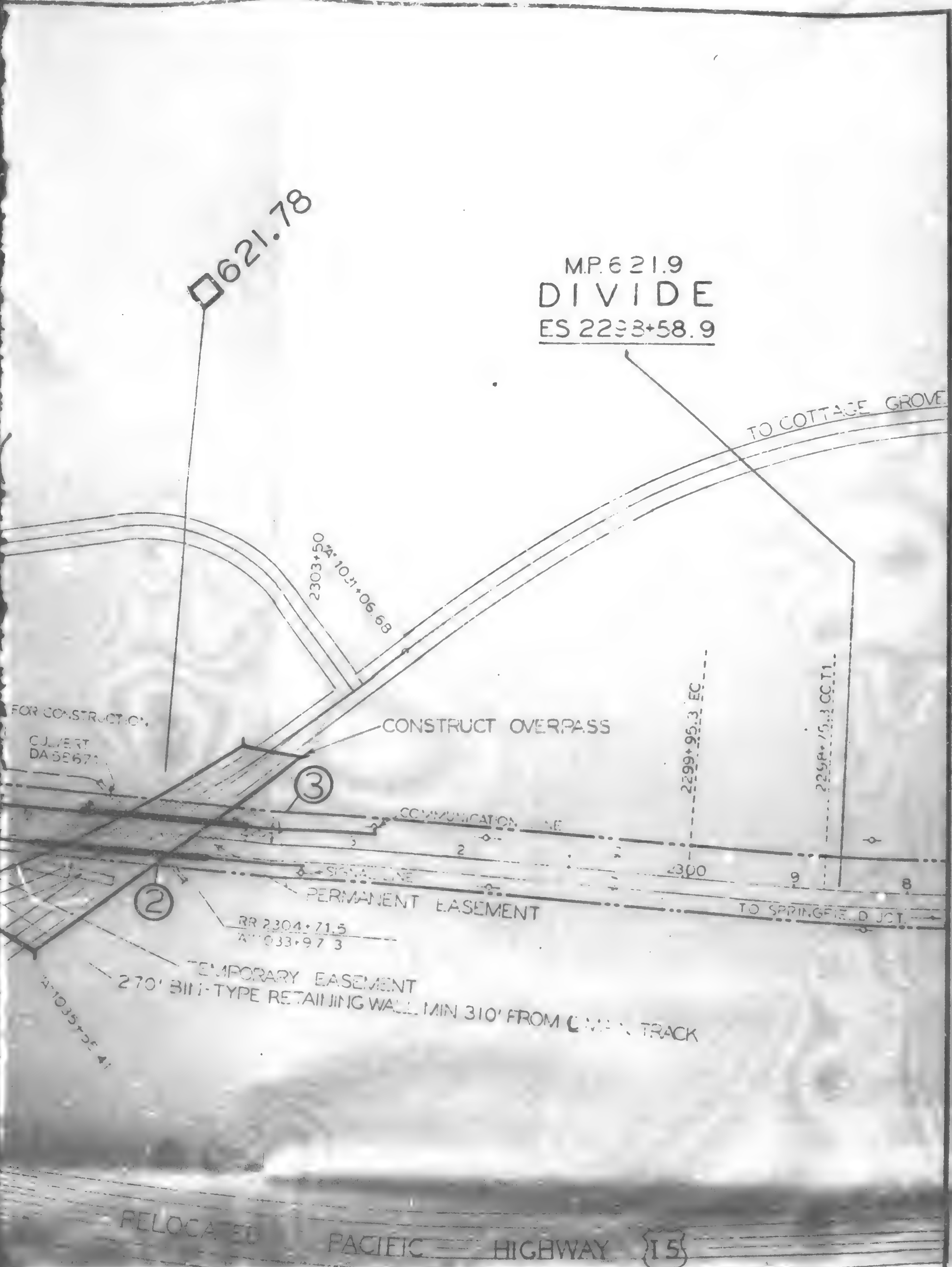
Roy E. Olson
Landscape Engineer

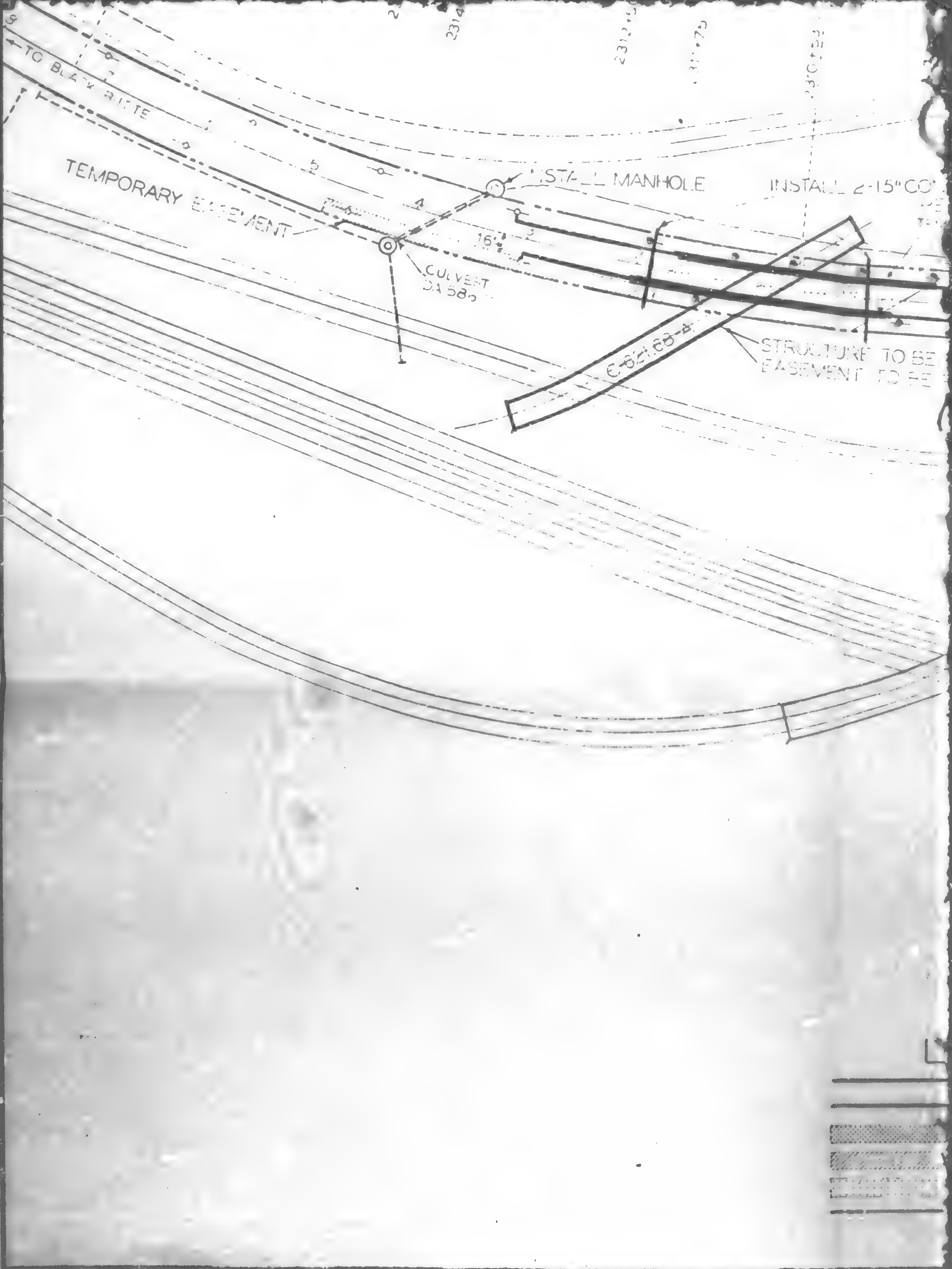
Please include in the grass seed mixture for slope seeding on the subject project a substantial percentage of Highlight Fescue and a minimum amount of Clover. Also please furnish the Specifications Unit an estimated cost for planting willow or alder on the slopes of the Pass Creek Channel Change.

CGS:jh
cc: Environmental Section
Attn: Jeff Zinn

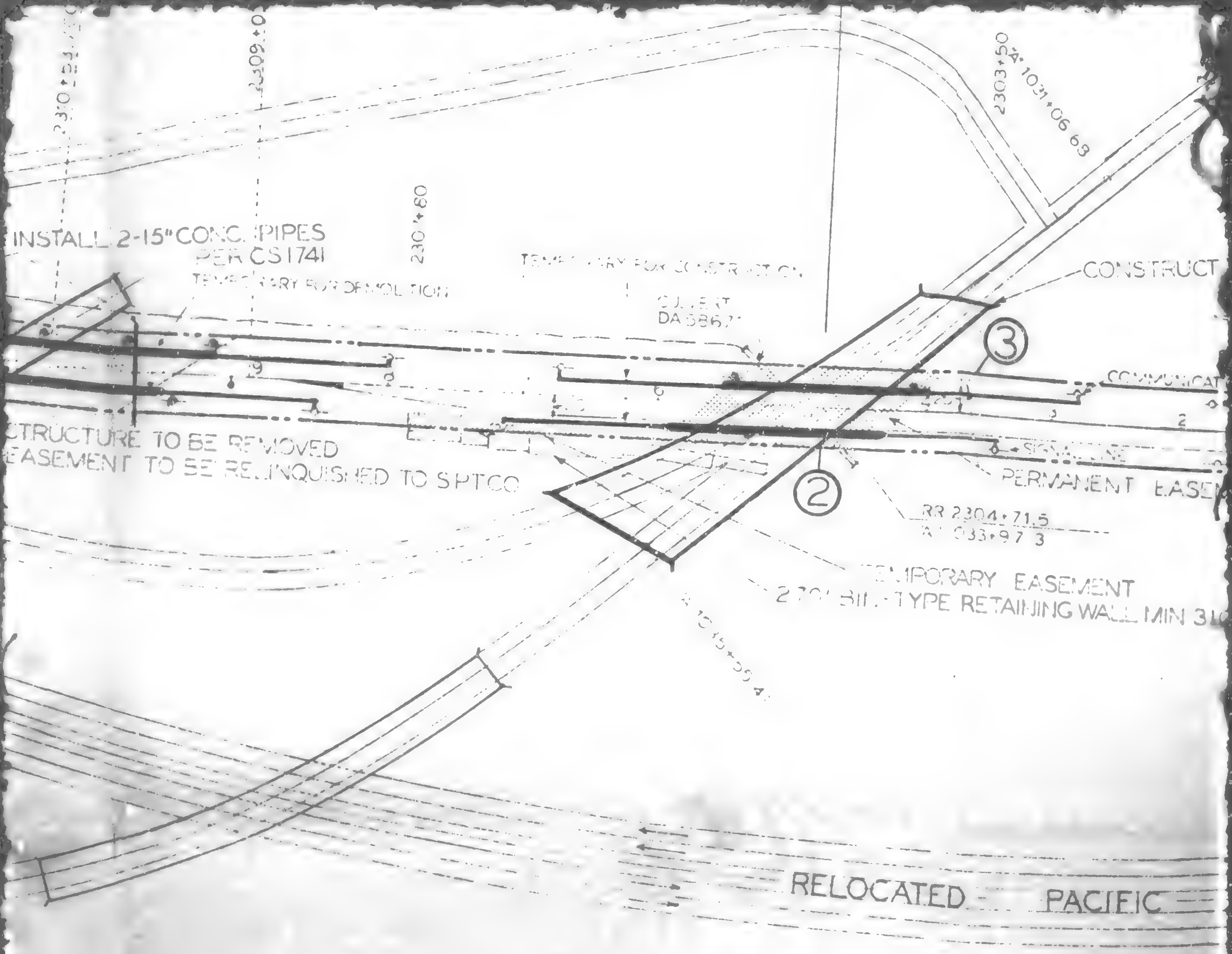

N
2317+31.6 C.C.T.
2314+55
2314+10
2312+50
2311+75
2310+23 (P.C. 3°15' RT.)
TO BLACK BUTTE
9
5
4
3
16'
TEMPORARY EASEMENT
INSTALL MANHOLE
CULVERT
DA 586
INSTALL 2-15" CON
PE
TE
E-621.68-A
STRUCTURE TO BE
EASEMENT TO BE

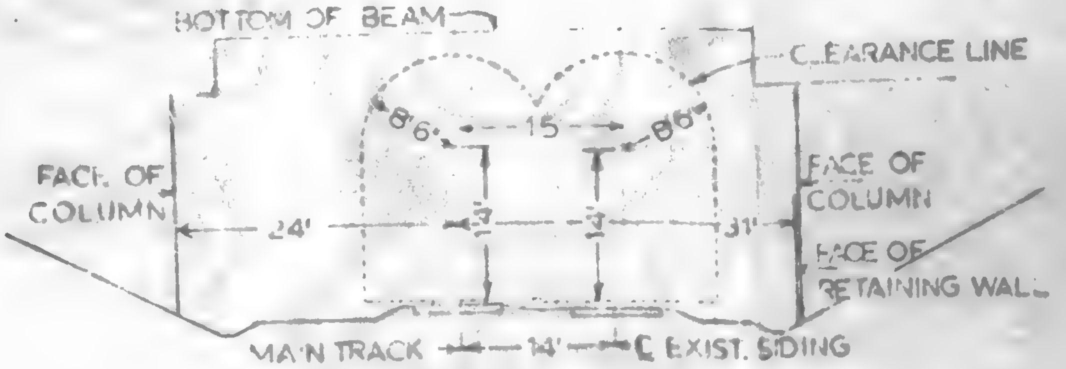

621.78
2309+03.7 BC 11
2307+60
2303+50
A 1031+06.68
STALL 2-15" CONC. PIPES
PER CS1741
TEMPORARY FOR DEMOLITION
TEMPORARY FOR CONSTRUCTION
CULVERT
DA 58671
CONSTRUCT
3
COMMUNICATION
2
TO BE REMOVED
TO BE RELINQUISHED TO SPTCO
SIGNAL LINE
PERMANENT EASEMENT
RR 2304+71.5
A 1033+97.3
TEMPORARY EASEMENT
270' BIN-TYPE RETAINING WALL MIN. 310'
A 1035+55.41
RELOCATED

621.78
M.P. 621.9
DIVIDE
ES 2298+58.9
TO COTTAGE GROVE
2303+50
A 1031+06.68
FOR CONSTRUCTION
CULVERT
DA 5E671
CONSTRUCT OVERPASS
③
COMMUNICATION LINE
2299+95.3 EC
2298+75.3 CC T1
3
2
2300
9
8
②
SIGNAL LINE
PERMANENT EASEMENT
TO SPRINGFIELD JCT.
RR 2304+71.5
A 1033+97.3
TEMPORARY EASEMENT
270' BIN-TYPE RETAINING WALL MIN 310' FROM ℄ MAIN TRACK
A 1035+
RELOCATED PACIFIC HIGHWAY 15


TO BLACK BUTTE
TEMPORARY EASEMENT
INSTALL MANHOLE
INSTALL 2-15" CO
CULVERT
DA 58.5
16'
2314
2312+50
2311+75
2310+25
6
5
4
3
2
E-82+68
STRUCTURE TO BE
EASEMENT TO BE

PRINTED ON DIEPO NO. 1000H CLEAR 7.77

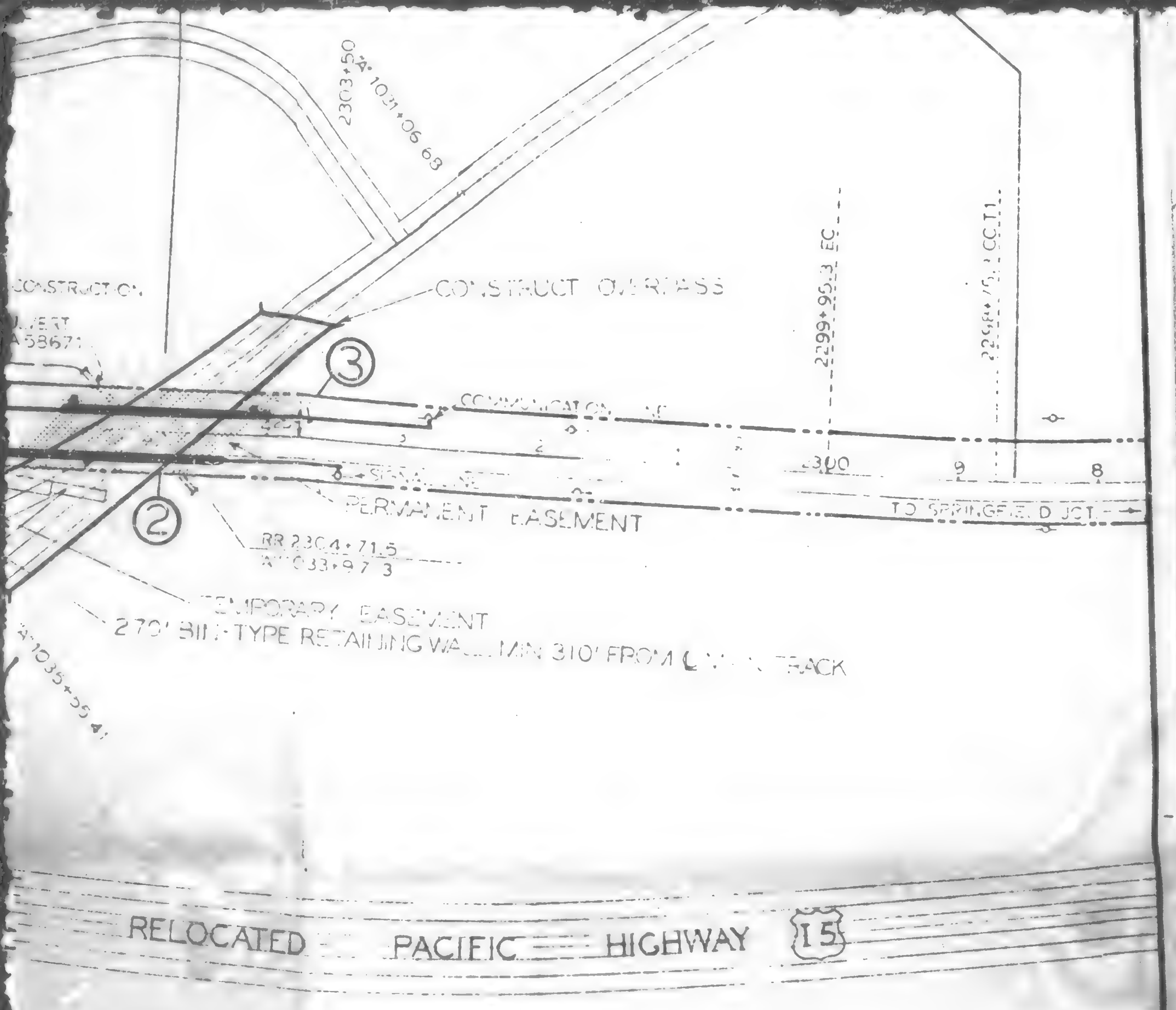

2310+54
2309+0
2303+50
A 1031+06.69
2301+60
INSTALL 2-15" CONC. PIPES
PER CS1741
TEMPORARY FOR DEMOLITION
TEMPORARY FOR CONSTRUCTION
CULVERT
DA 5867
CONSTRUCT
③
COMMUNICAT
②
SIGNAL LINE
STRUCTURE TO BE REMOVED
EASEMENT TO BE RELINQUISHED TO S.P.T.CO.
PERMANENT EASE
RR 2304+71.5
A 1033+97.3
TEMPORARY EASEMENT
2'0" BIN-TYPE RETAINING WALL MIN 3'0
RELOCATED PACIFIC

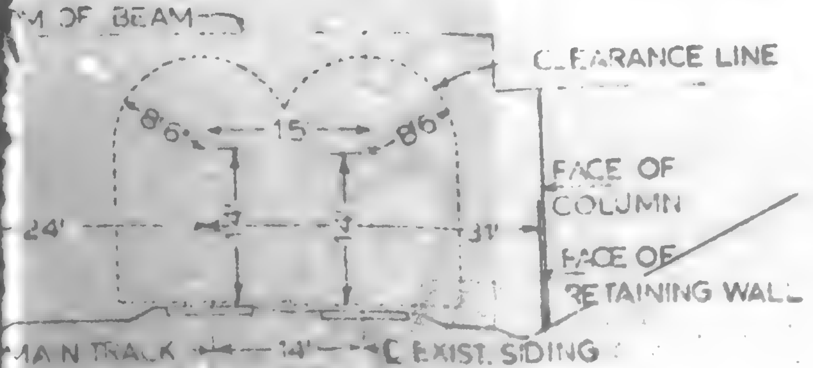

BOTTOM OF BEAM
CLEARANCE LINE
8'6"
15'
8'6"
FACE OF COLUMN
FACE OF COLUMN
24'
31'
FACE OF RETAINING WALL
MAIN TRACK
14'
℄ EXIST. SIDING

CLEARANCE DIAGRAM
SCALE 1" = 20'

LEGEND

— RED SHOWS NEW WORK
▬ YELLOW SHOWS RETIRE
▩ SHOWS PERMANENT EASEMENT
▨ SHOWS TEMPORARY EASEMENT
░ SHOWS EASEMENT TO BE RELINQUISHED TO S.P.T.CO.
— - — SHOWS S.P.T.CO. PROPERTY LINE


2303+50
A 1031+06.68
CONSTRUCTION
CULVERT
A 58671
CONSTRUCT OVERPASS
③
COMMUNICATION LINE
2299+95.3 EC
2298+75.1 CCT1
2300
9
8
SIGNAL LINE
②
PERMANENT EASEMENT
TO SPRINGFIELD JCT.
RR 2304+71.5
A 1033+97.3
TEMPORARY EASEMENT
270' BIN-TYPE RETAINING WALL MIN 310' FROM ℄ MAIN TRACK
A 1035+55.41
RELOCATED PACIFIC HIGHWAY 15


BOTTOM OF BEAM
CLEARANCE LINE
8'6"
15'
8'6"
FACE OF COLUMN
FACE OF RETAINING WALL
24'
31'
MAIN TRACK
14'
℄ EXIST. SIDING

CLEARANCE DIAGRAM
SCALE 1" = 20'

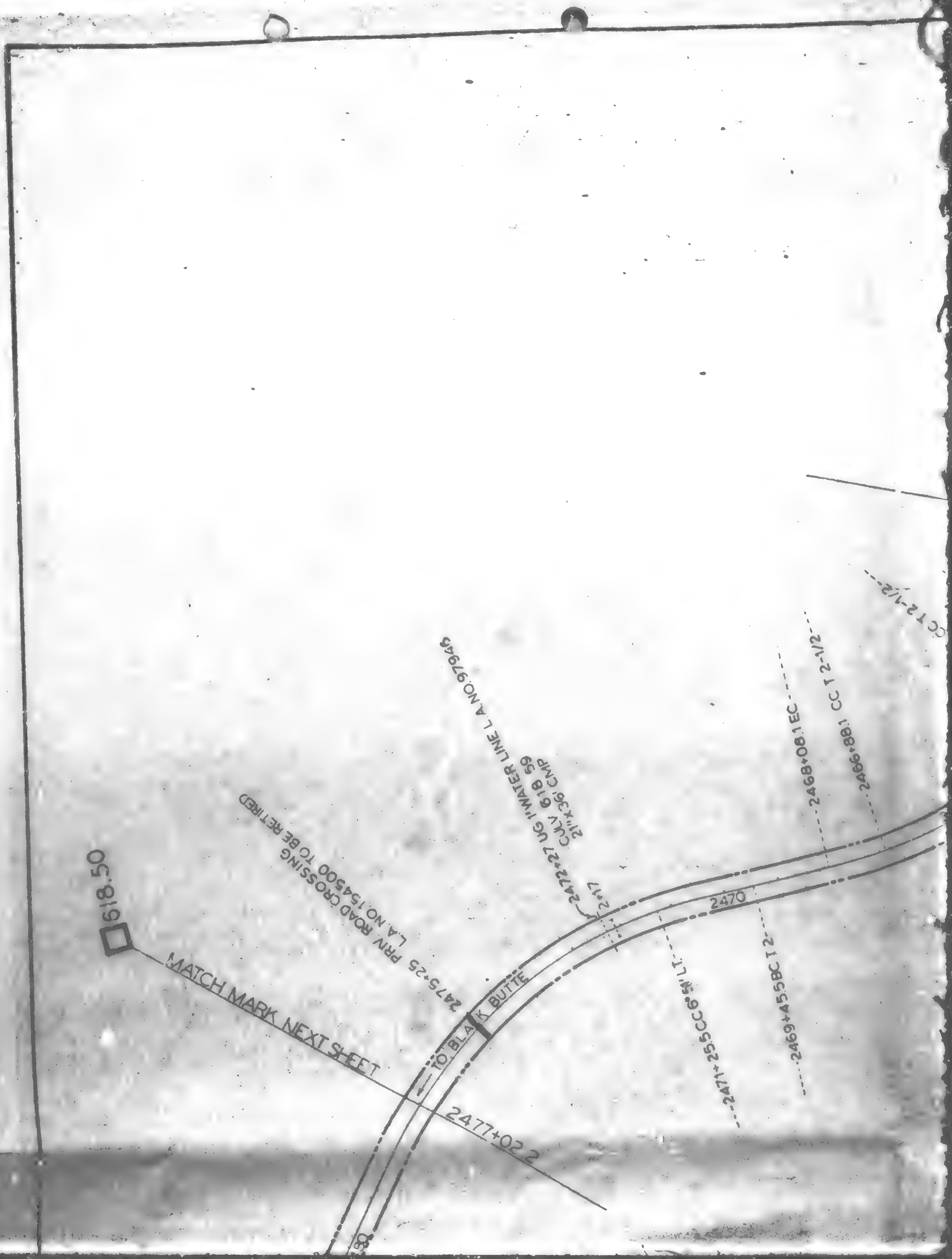
RK

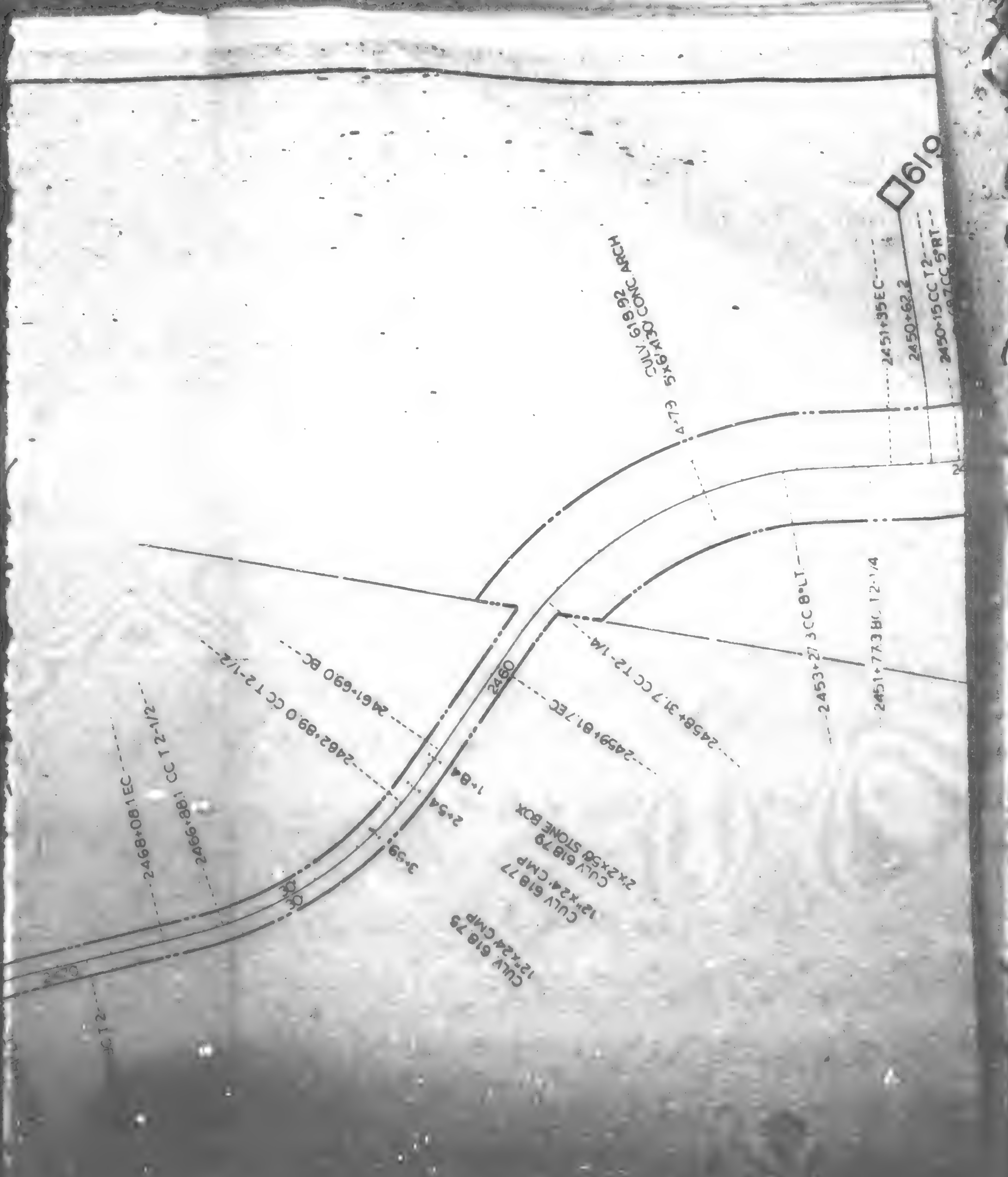
SEMENT
SEMENT
BE RELINQUISHED TO S.P.T.CO.
ERTY LINE

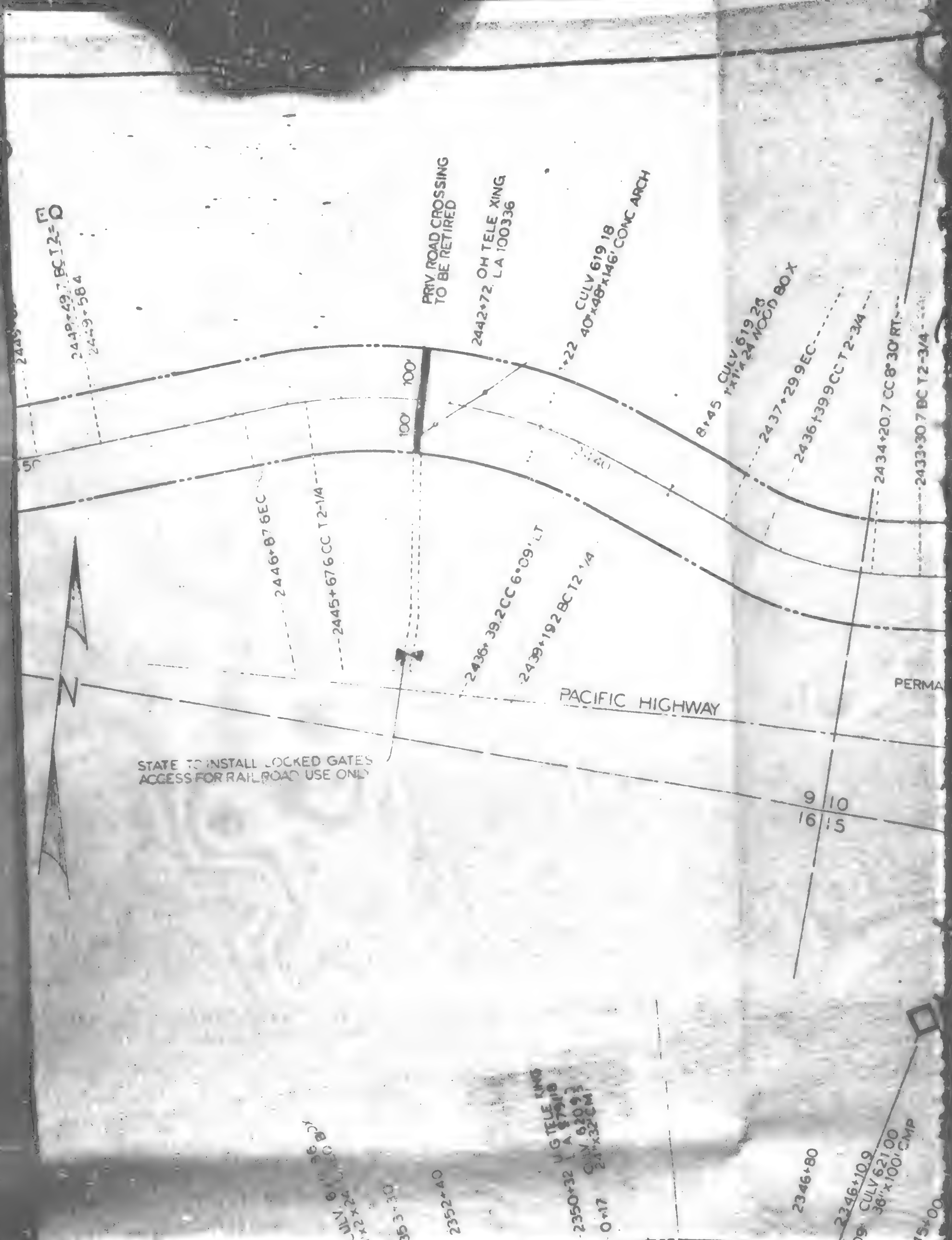
Southern Pacific
Transportation Company
Office of Division Engineer
Union Station, Portland, Oregon, 97209

SISKIYOU LINE
DIVIDE
CONSTRUCT OVERPASS
OREGON STATE HIGHWAY

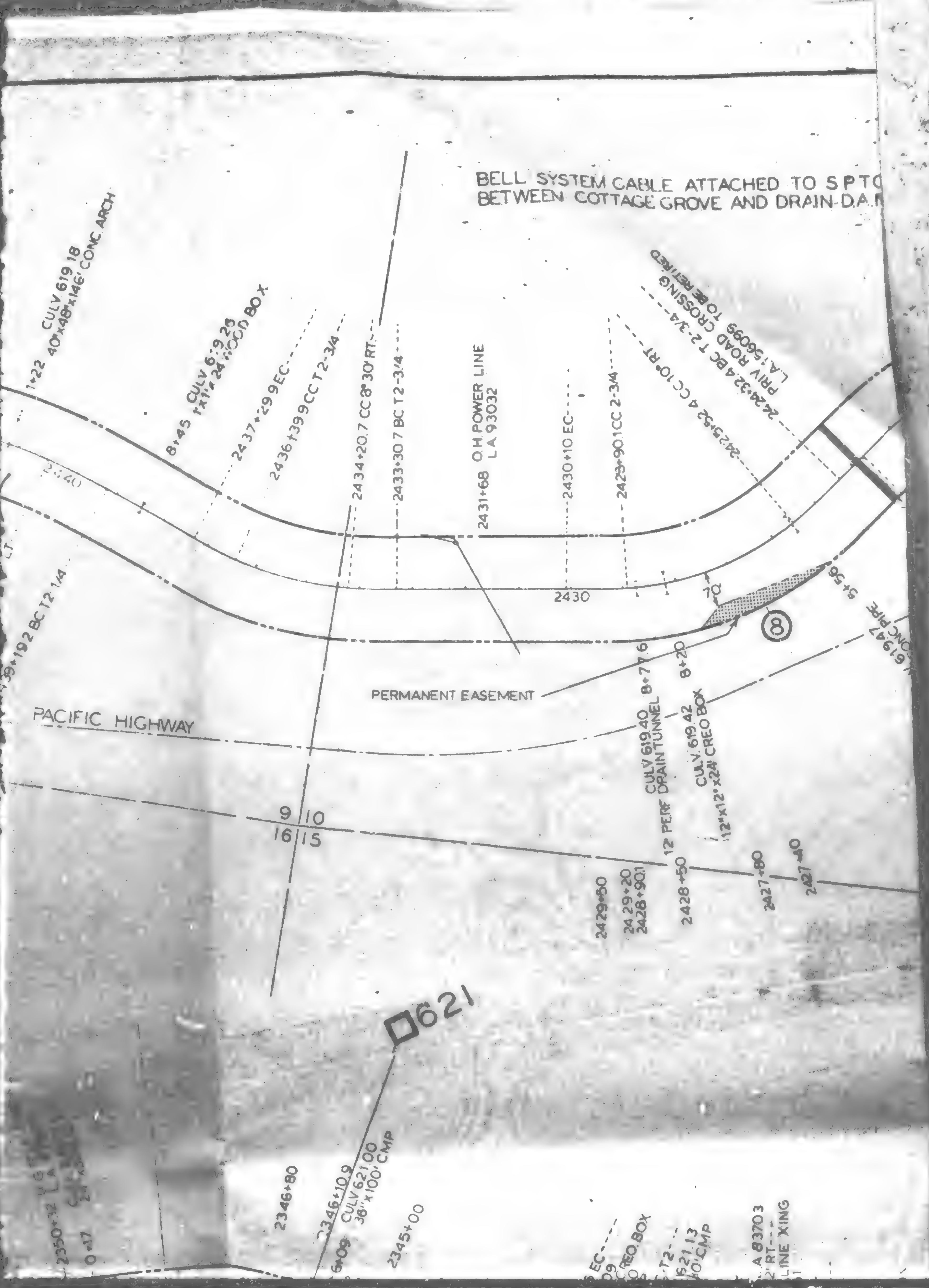
SCALE 1" = 100'	OREGON DIVISION
DRAWN BY EHD CHECKED BY	VAL. SEC. 16 SHEET 49
ROUTE NO C MP 621.78	DRAWING NO. D-1767
DATE OCT. 31 1977	SHEET NO
REVISED TO ... 26, 1978	FILE DRAWER

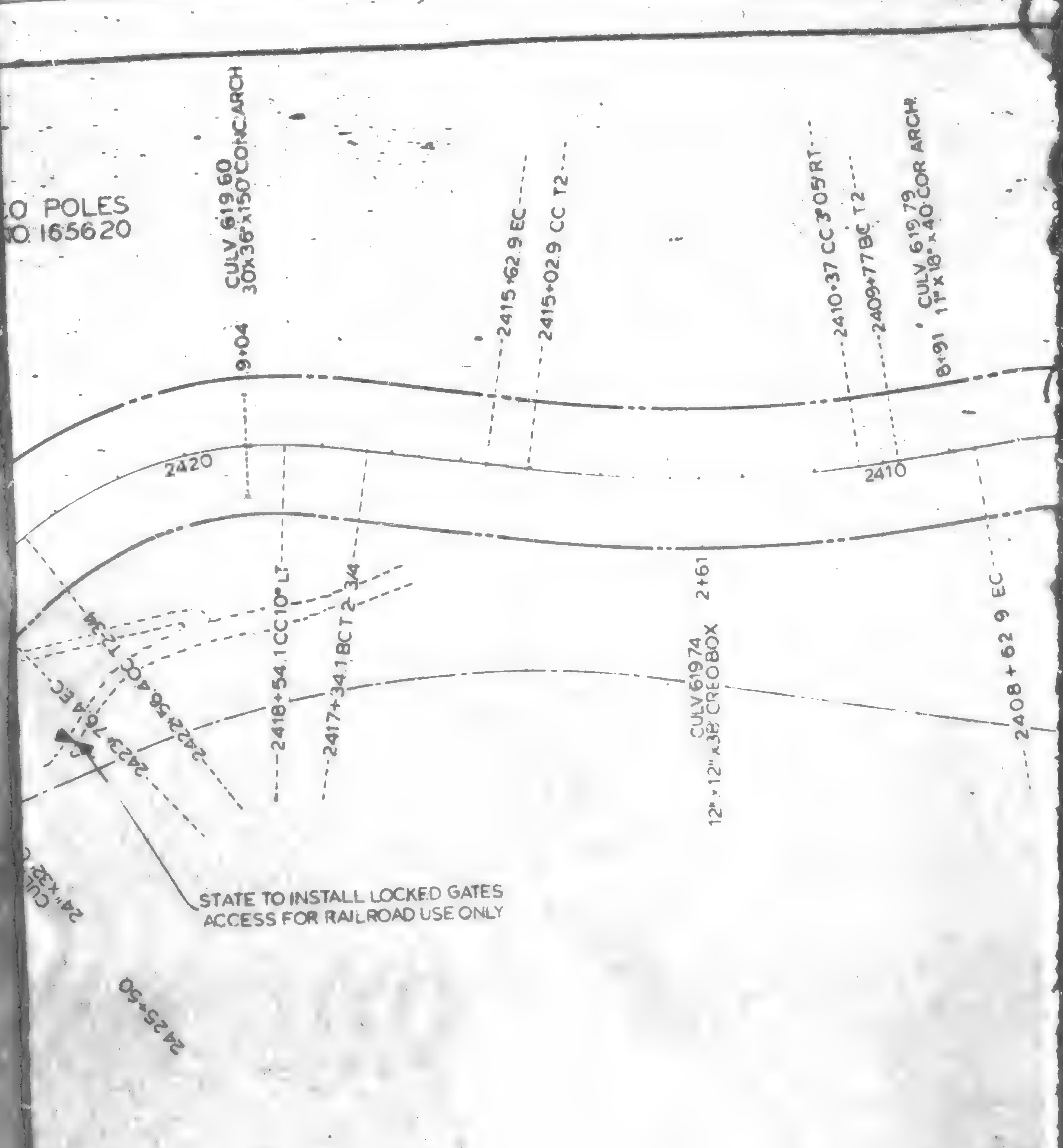

618.50
MATCH MARK NEXT SHEET
2477+02.2
TO BLACK BUTTE
2475+25 PRIV ROAD CROSSING
L.A. NO. 154500 TO BE RETIRED
2472+27 UG 1" WATER LINE L.A. NO. 97945
CULV 618.59
21"x36" CMP
2+17
2470
2471+25.5 CC 6°54' LT.
2469+45.5 BC T 2
2468+08.1 EC
2466+88.1 CC T 2-1/2
CC T 2-1/2
180


619
2451+35EC
2450+62.2
2450+15CC T2
5°RT
CULV 618.92
5'x6'x130' CONC. ARCH
4.79
2453+27.3 CC 8°LT
2451+77.3 BC T2-1/4
2458+31.7 CC T2-1/4
2459+81.7 EC
2460
2461+69.0 BC
2462+89.0 CC T2-1/2
1+84
2+54
3+59
CULV 618.79
2'x2'x58' STONE BOX
CULV 618.77
12"x24' CMP
CULV 618.75
12"x24' CMP
2466+88.1 CC T2-1/2
2468+08.1 EC
BC T2

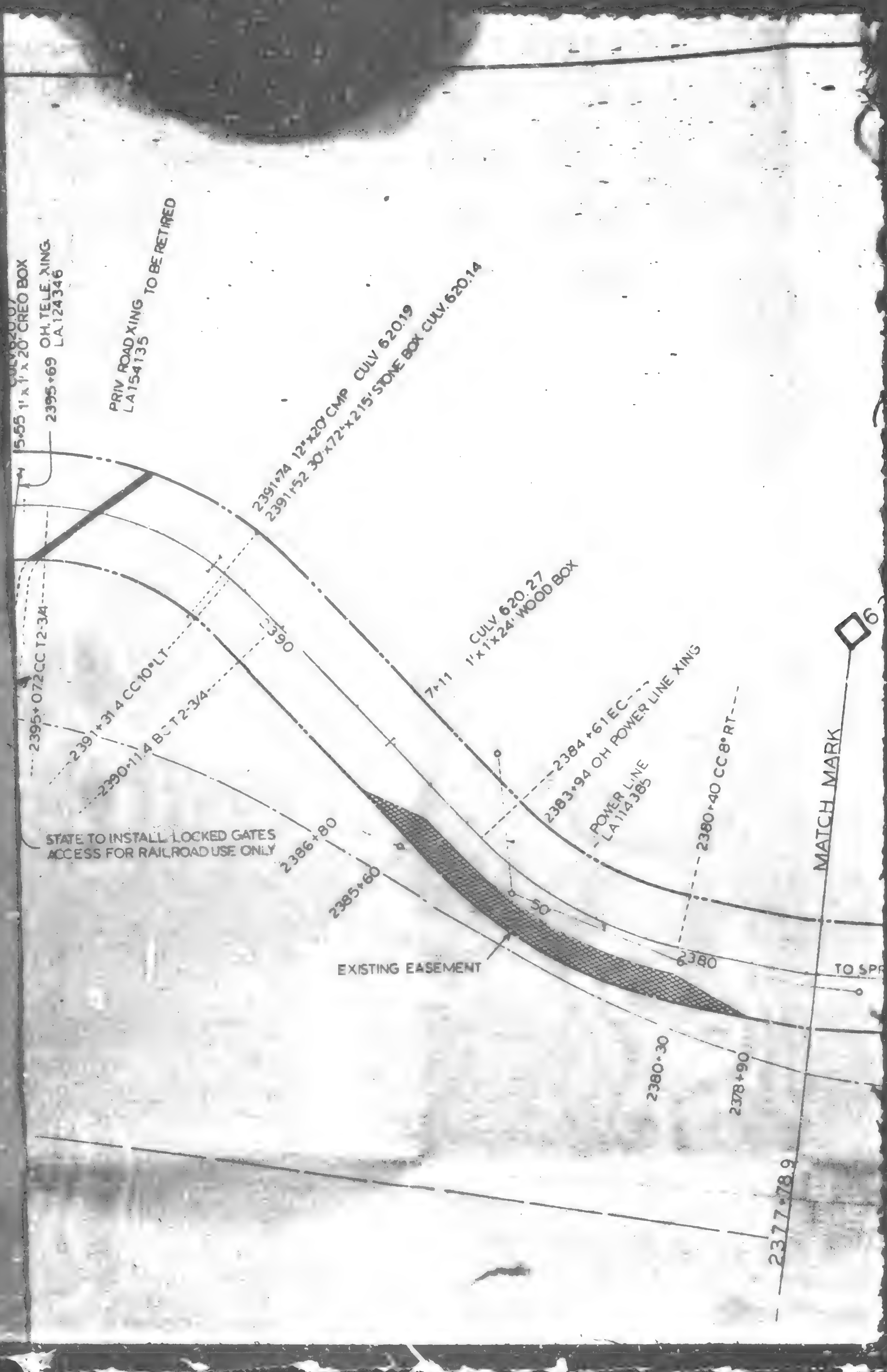


EQ
2449+49.7 BC T2=
2449+58.4
PRIV. ROAD CROSSING
TO BE RETIRED
2442+72 OH TELE XING
L A 100336
CULV 619.18
40"x48"x146' CONC ARCH
+22
8+45
CULV 619.28
1'x1'x24 WOOD BOX
2437+29.9 EC
2436+39.9 CC T 2-3/4
2434+20.7 CC 8° 30' RT
2433+30.7 BC T 2-3/4
100'
100'
50
2446+87.6 EC
2445+67.6 CC T 2-1/4
2436+39.2 CC 6°09' LT
2439+19.2 BC T 2-1/4
N
PACIFIC HIGHWAY
PERMA
STATE TO INSTALL LOCKED GATES
ACCESS FOR RAILROAD USE ONLY
9
10
16
15
U G TELE XING
L A
CULV 620.93
24"x32" CM
2350+32
0+17
2352+40
2353+30
CULV 6
x2x24
2346+80
2346+10.9
CULV 621.00
36"x100' CMP
45+00

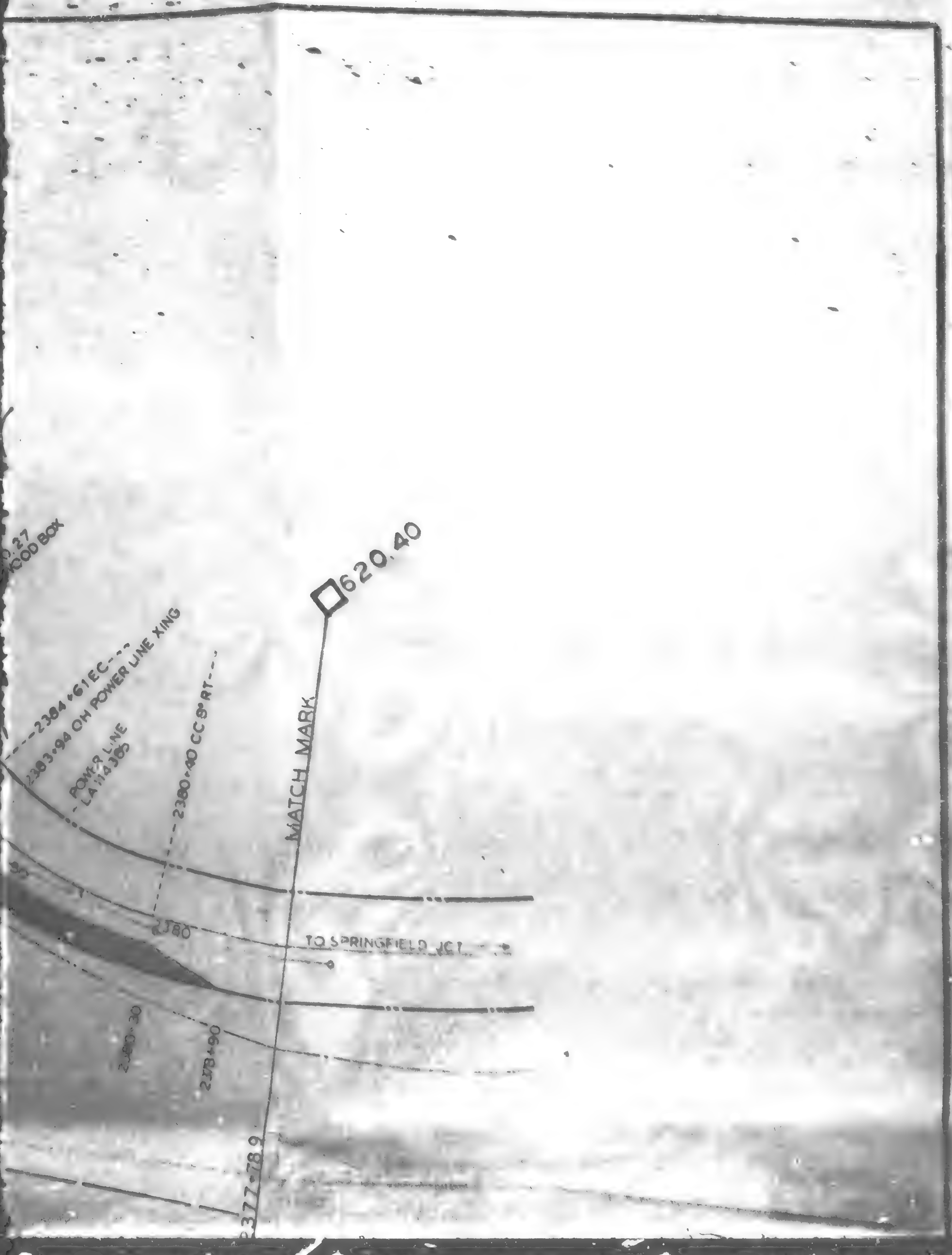

BELL SYSTEM CABLE ATTACHED TO S P T
BETWEEN COTTAGE GROVE AND DRAIN-D.A.
CULV 619.18
1+22 40"x48"x146' CONC ARCH
CULV 619.23
8+45 1'x1'x24' WOOD BOX
2437+29.9 EC
2436+39.9 CC T 2-3/4
2434+20.7 CC 8°30' RT
2433+30.7 BC T 2-3/4
O.H. POWER LINE
L.A. 93032
2431+68
2430+10 EC
2429+90.1 CC 2-3/4
2425+52.4 CC 10° RT
2424+32.4 BC T 2-3/4
PRIV. ROAD CROSSING
L.A. 56095 TO BE RETIRED
2440
2430
70
5+56
⑧
619.47
CONC PIPE
39+19.2 BC T 2 1/4
LT.
PERMANENT EASEMENT
PACIFIC HIGHWAY
CULV 619.40
12" PERF DRAIN TUNNEL
8+77.6
CULV 619.42
12"x12"x24' CREO BOX
8+20
9 10
16 15
2429+50
2429+20
2428+90.1
2428+50
2427+80
2427+40
621
2350+32
0+17
2346+80
2346+10.9
6+09
CULV 621.00
36"x100' CMP
2345+00
EC
09
CREO BOX
T2
621.13
CMP
A 83703
RT
LINE XING

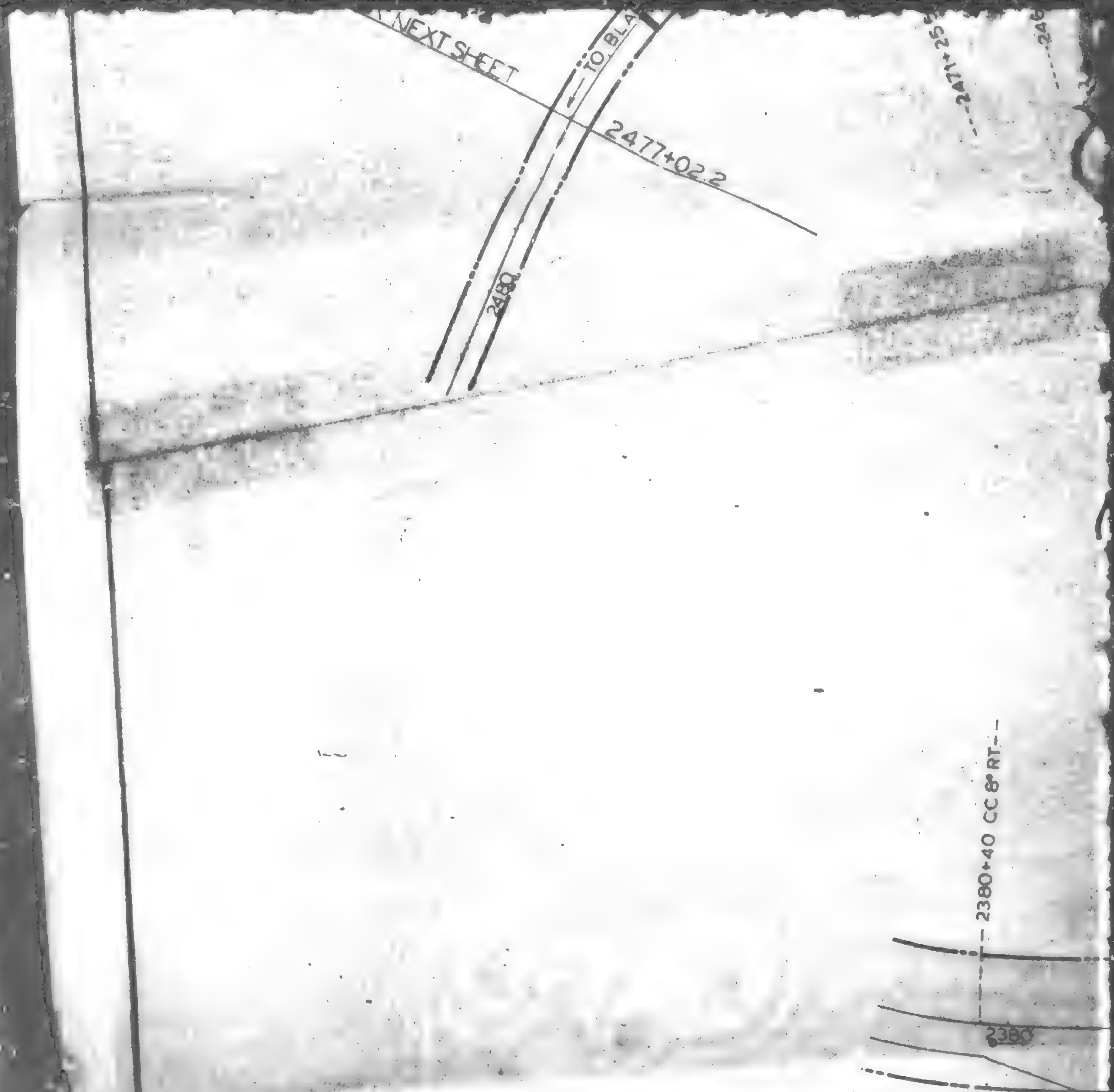

O POLES
NO. 165620
CULV 619.60
30"x36"x150' CONC ARCH
9+04
2415+62.9 EC
2415+02.9 CC T2
2410+37 CC 3°05' RT
2409+77 BC T2
CULV 619.79
17"x18"x40' COR ARCH
8+91
2420
2410
2418+54.1 CC 10° LT
2417+34.1 BC T2 3/4
CULV 619.74
12"x12"x38' CREO BOX
2+61
2408+62.9 EC
2422+56.4 CC T2 3/4
2423+76.4 EC
STATE TO INSTALL LOCKED GATES
ACCESS FOR RAILROAD USE ONLY
2425+50
CUL
24"x32'

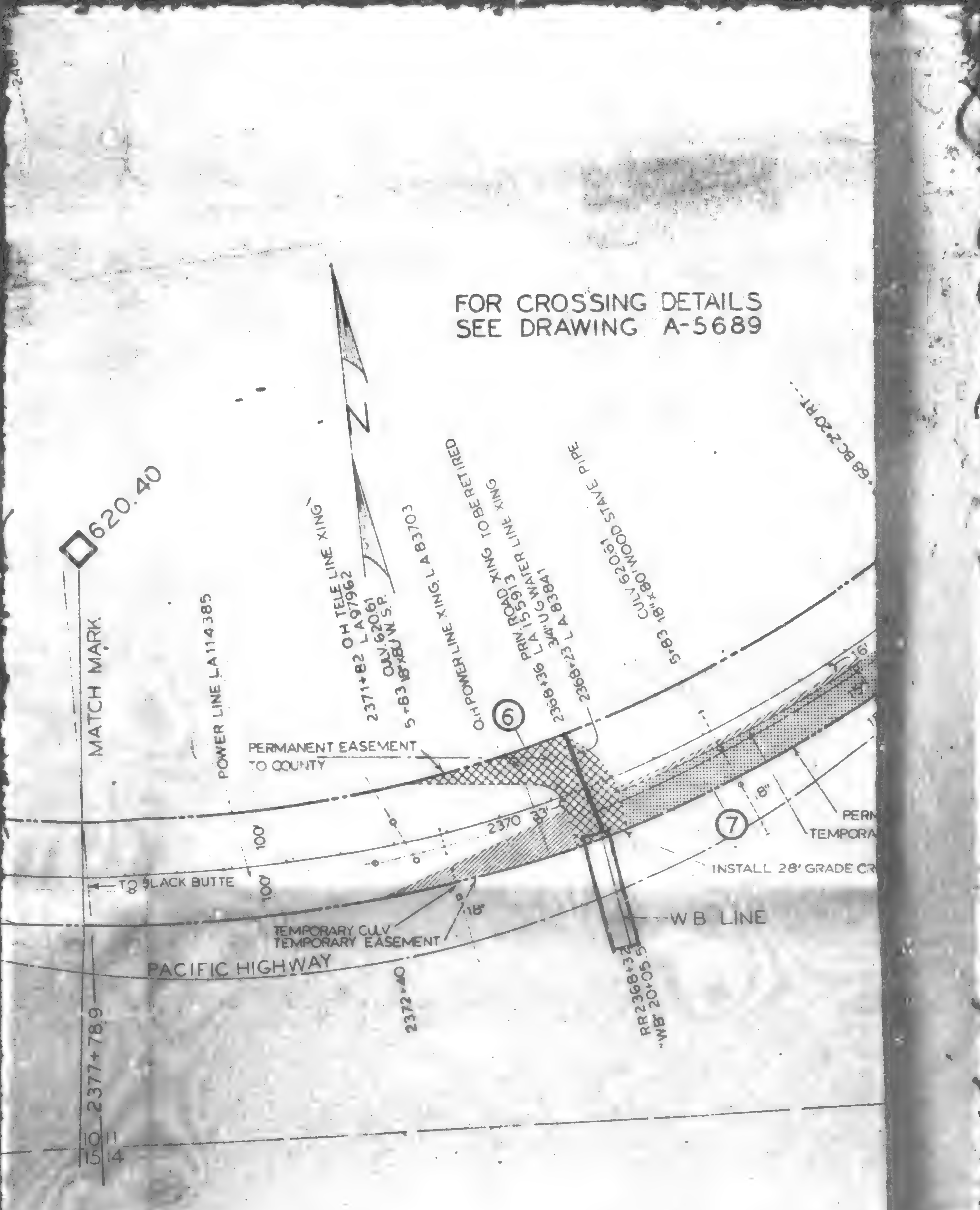
FOR CROSSING DETAIL
SEE DRAWING A-5690

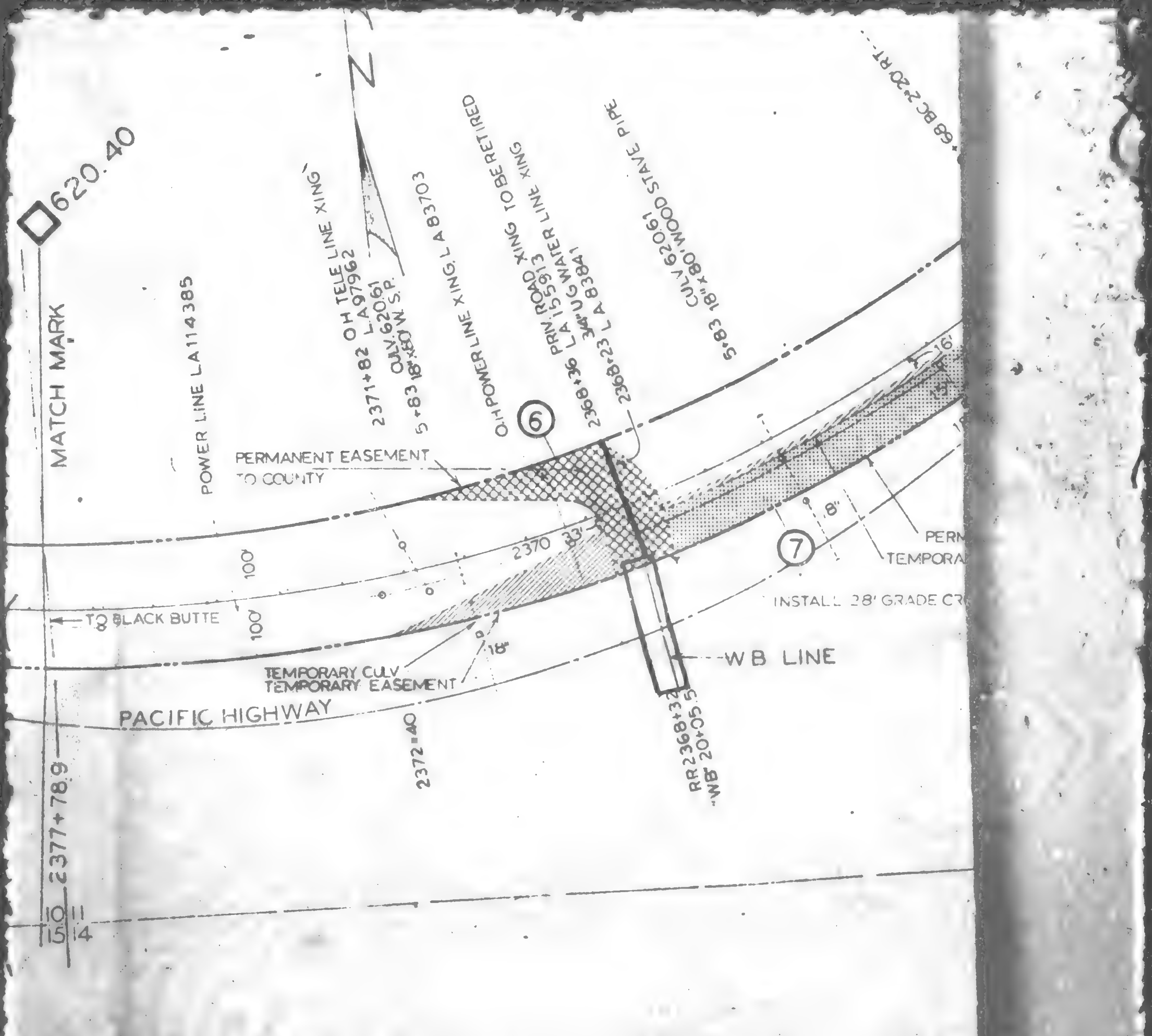


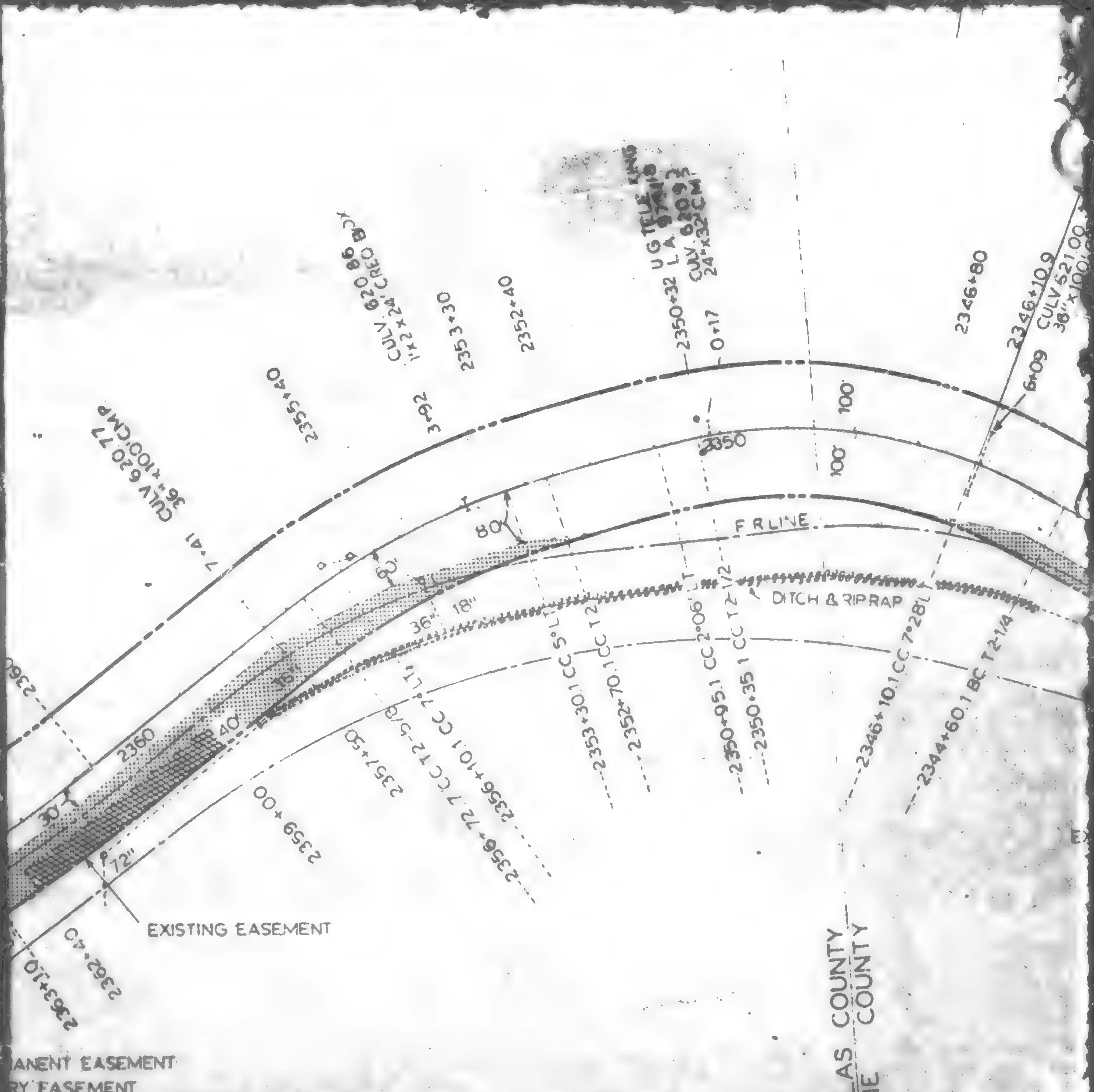
CULV 620.07
5+55 1'x1'x20' CREO BOX
2395+69 OH.TELE. XING
LA 124346
PRIV ROAD XING TO BE RETIRED
LA 154135
2391+74 12"x20' CMP CULV 620.19
2391+52 30'x72'x215' STONE BOX CULV 620.14
CULV 620.27
7+11 1'x1'x24' WOOD BOX
2395+07.2 CC T2-3/4
2391+31.4 CC 10° LT
2390+11.4 BCT 2-3/4
2390
2384+61 EC
2383+94 OH POWER LINE XING
POWER LINE
LA 114365
2380+40 CC 8° RT
MATCH MARK
6
STATE TO INSTALL LOCKED GATES
ACCESS FOR RAILROAD USE ONLY
2386+80
2385+60
50
2380
EXISTING EASEMENT
TO SPR
2380+30
2378+90
2377+78.9

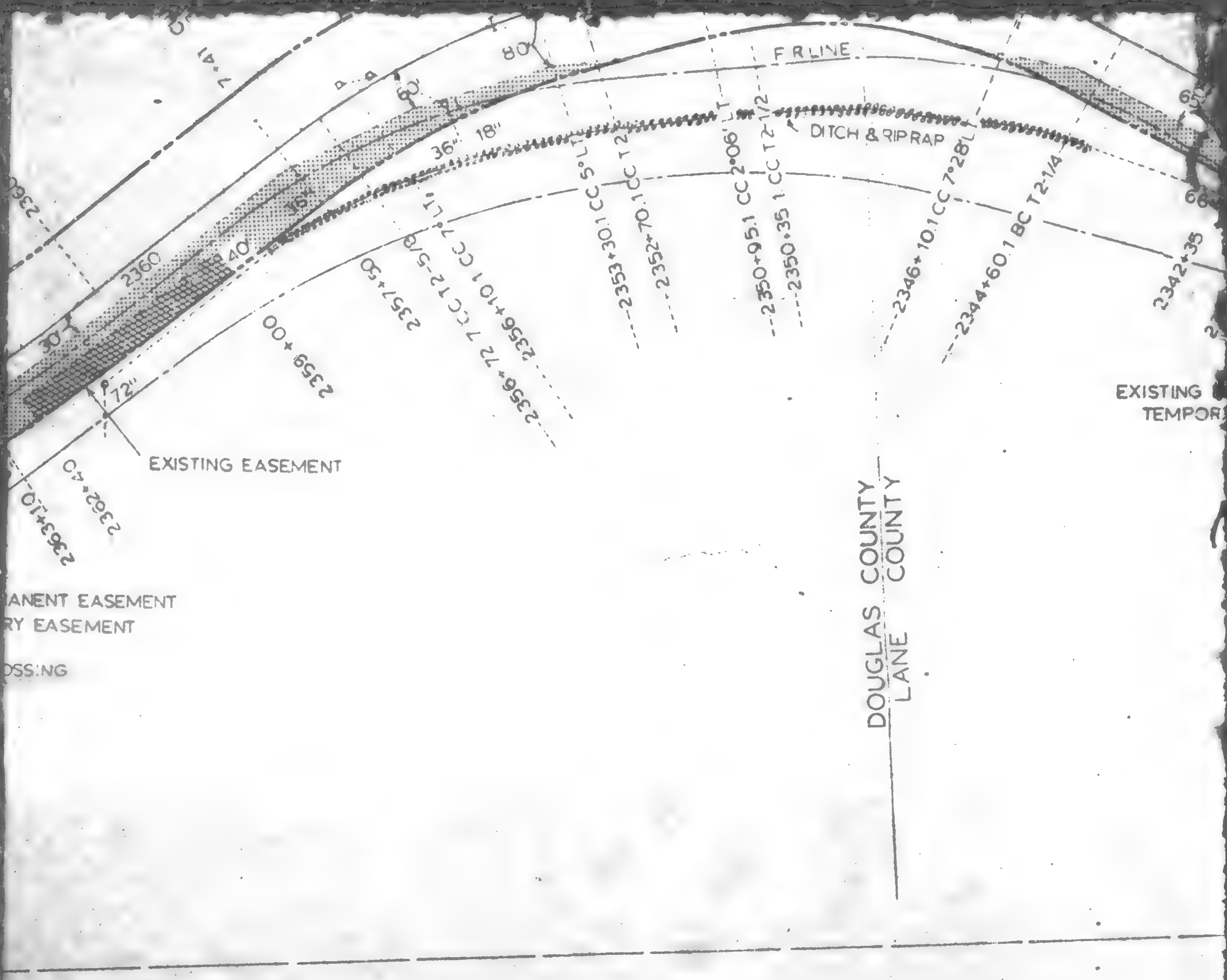

.27
WOOD BOX
620.40
2384+61 EC
2383+94 OH POWER LINE XING
POWER LINE
LA 114 385
2380+40 CC 8° RT
MATCH MARK
50
2380
TO SPRINGFIELD JCT.
2380+30
2378+90
377+78.9


NEXT SHEET
TO BLA
2477+02.2
2480
2471+25
246
2380+40 CC 8' RT.
2380

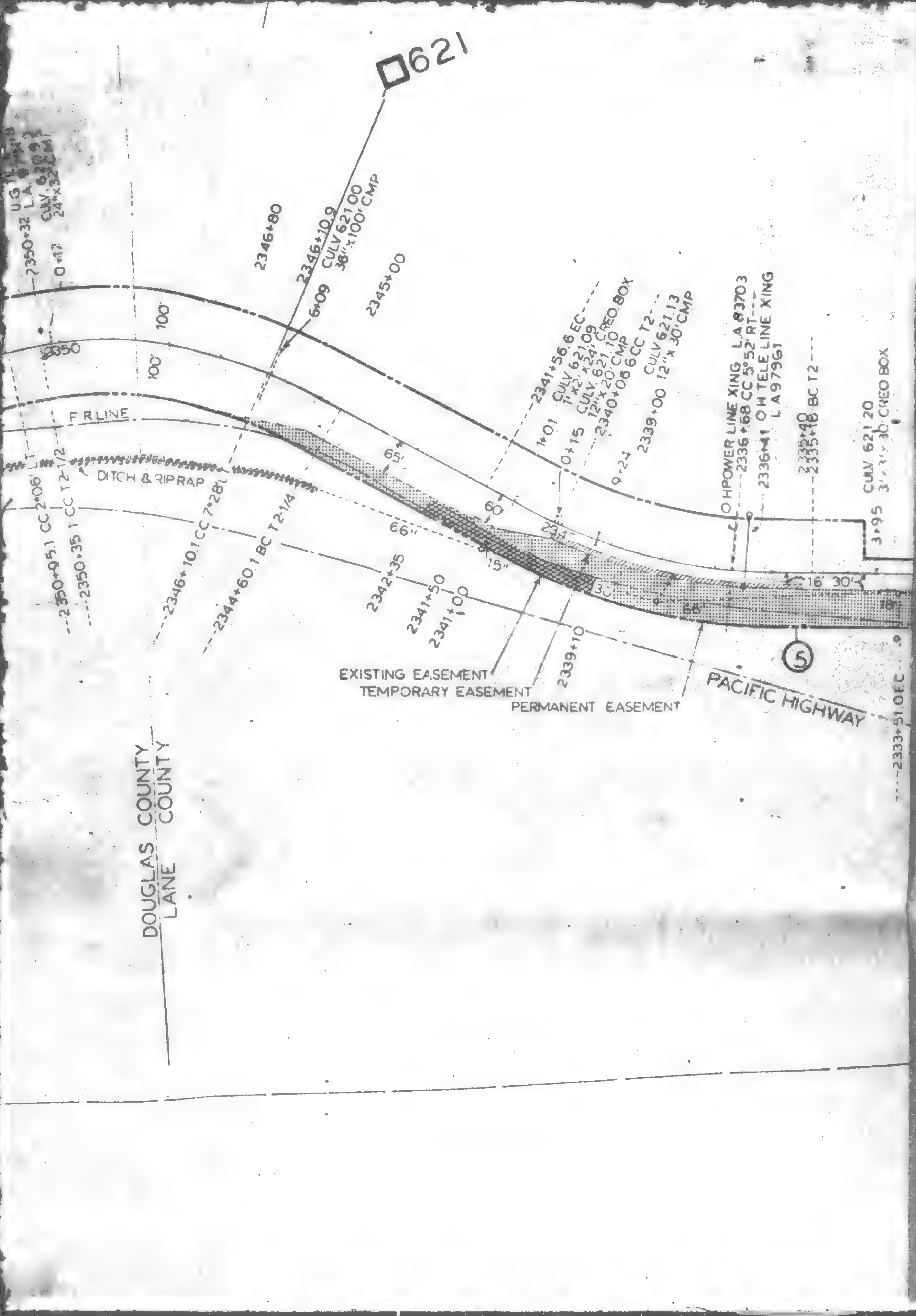

FOR CROSSING DETAILS
SEE DRAWING A-5689
620.40
MATCH MARK
POWER LINE LA114385
2371+82 OH TELE LINE XING
L A97962
CULV. 620.61
5+83 18"x80' W.S.P.
O.H POWER LINE XING, L A 83703
O.H POWER LINE XING TO BE RETIRED
PRIV. ROAD XING
2368+36 L A 155913
3/4" UG WATER LINE XING
2368+23 L A 83841
CULV 620.61
5+83 18"x80' WOOD STAVE PIPE
68 BC 2+20 RT
6
PERMANENT EASEMENT
TO COUNTY
2370
33'
100'
100'
16'
8"
7
PERM
TEMPORA
INSTALL 28' GRADE CR
T BLACK BUTTE
18"
TEMPORARY CULV
TEMPORARY EASEMENT
W B LINE
PACIFIC HIGHWAY
2372+40
RR 2368+32
"WB" 20+05.5
2377+78.9
10 11
15 14


620.40
MATCH MARK
N
POWER LINE LA114385
2371+82 O H TELE LINE XING
L A97962
CULV.62061
5+83 18"x80' W S.P.
O.H POWER LINE XING. L A 83703
O.H POWER LINE XING TO BE RETIRED
2368+36 PRIV ROAD XING
LA 155913
3/4" UG WATER LINE XING
2368+23 L A 83841
CULV 62061
5+83 18"x80' WOOD STAVE PIPE
88 BC 2+20 RT
6
7
PERMANENT EASEMENT
TO COUNTY
PERM
TEMPORA
16'
8'
18'
100'
100'
2370
33'
INSTALL 28' GRADE CR
TO BLACK BUTTE
TEMPORARY CULV
TEMPORARY EASEMENT
WB LINE
PACIFIC HIGHWAY
2372+40
RR 2368+32
"WB" 20+05.5
2377+78.9
10 11
15 14
LEG

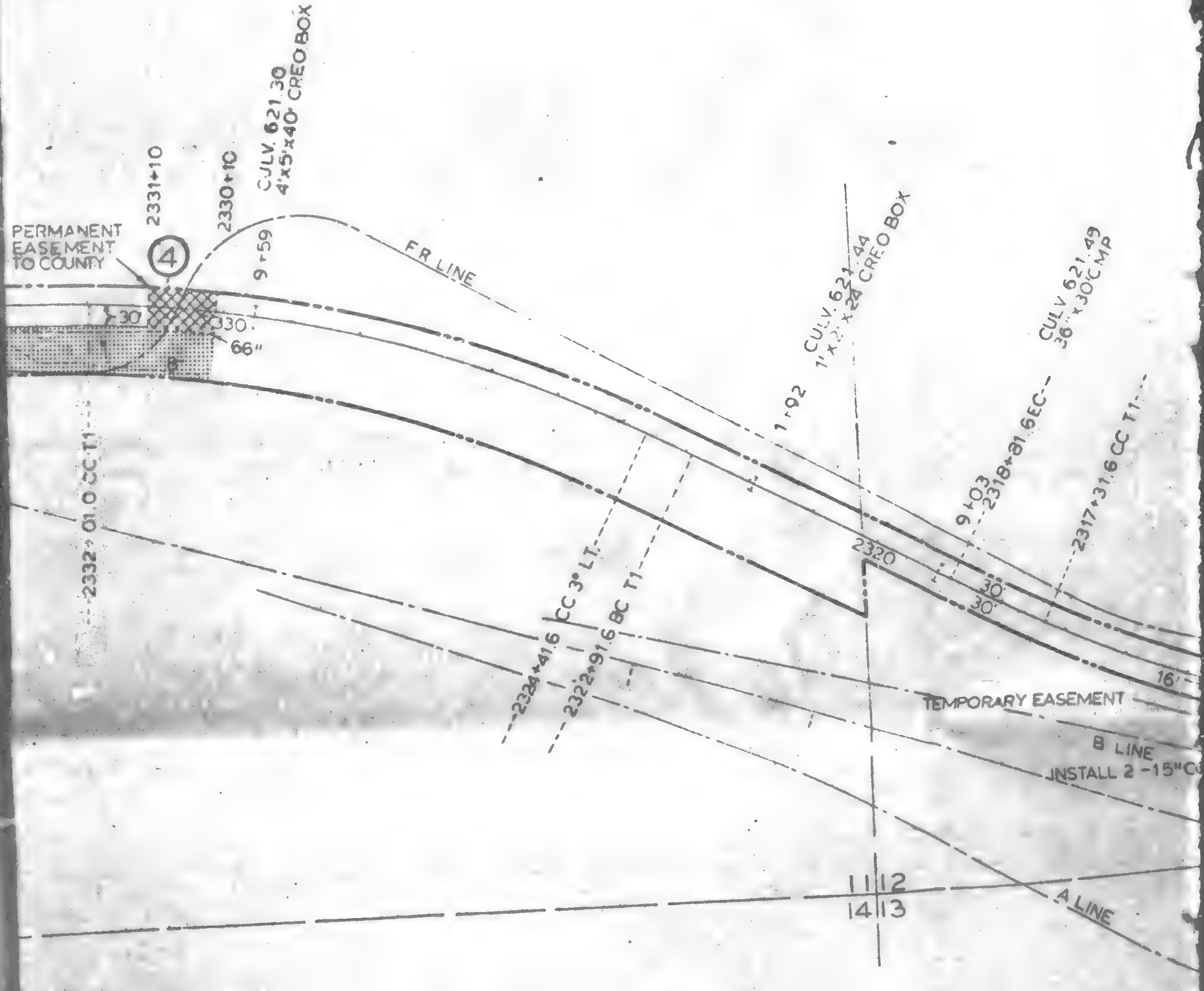

CULV 620.77
36"x100' CMP
7+41
2355+40
3+92
CULV 620.86
1'x2'x24' CREO BOX
2353+30
2352+40
UG TILE LINE
L.A. STAIRS
CULV 620.93
24"x32' CMP
2350+32
0+17
2346+80
2346+10.9
CULV 621.00
36"x100'
6+09
2350
100
100
80
80
F.R. LINE
DITCH & RIPRAP
36"
18"
18"
40
2360
30
72"
2360
EXISTING EASEMENT
2353+30.1 CC 5° LT
2352+70.1 CC T2
2350+95.1 CC 2°06' LT
2350+35.1 CC T2-1/2
2346+10.1 CC 7°28' LT
2344+60.1 BC T2-1/4
2357+50
2356+10.1 CC T2-5/8
2356+72.7 CC 7 LT
2359+00
2362+40
2363+10
…ANENT EASEMENT
…RY EASEMENT
…OSSING
DOUGLAS COUNTY
LANE COUNTY
EX

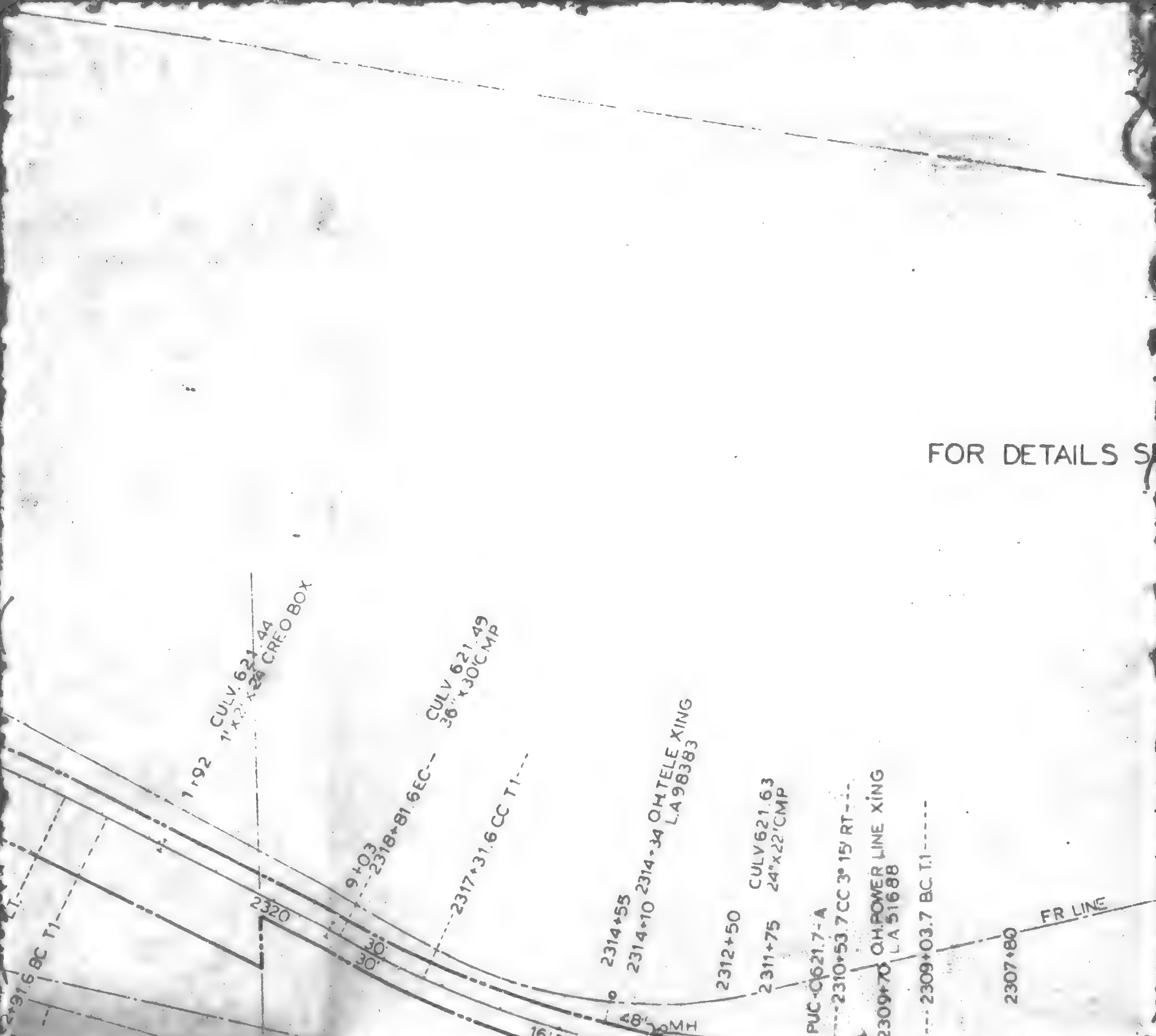

F.R.LINE
DITCH & RIP RAP
80'
60'
36"
18"
18"
40'
30'
72"
2360
2360
EXISTING EASEMENT
2359+00
2357+50
2356+72 7 CC T2 5/8
2356+10.1 CC 7°11'L
2353+30.1 CC 5°L
2352+70.1 CC T2
2350+95.1 CC 2°06'L
2350+35.1 CC T2-1/2
2346+10.1 CC 7°28'L
2344+60.1 BC T2-1/4
2342+35
2362+40
2363+10
65
66
EXISTING
TEMPOR
ANENT EASEMENT
RY EASEMENT
OSSING
DOUGLAS COUNTY
LANE COUNTY

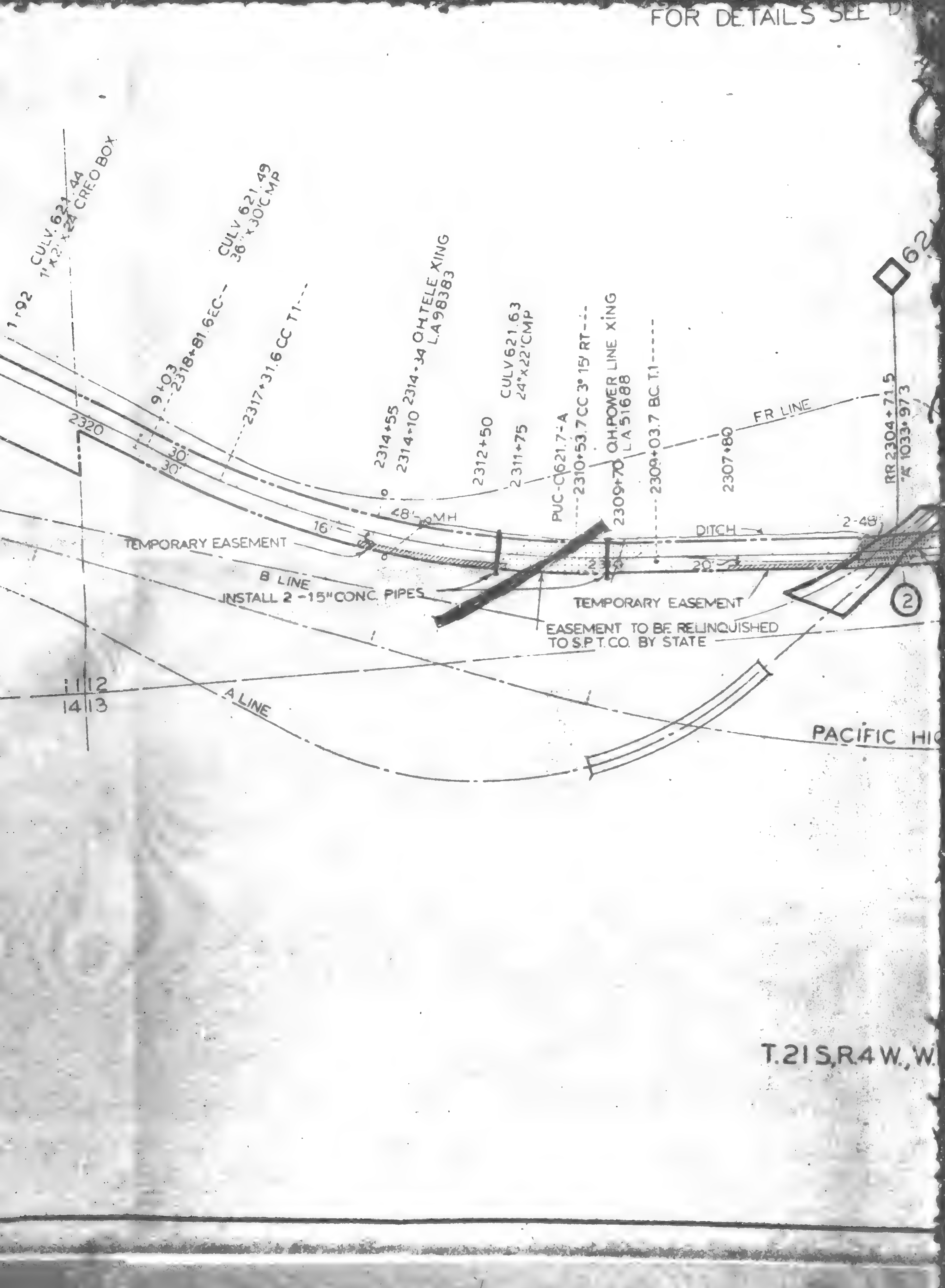
SEND
RED SHOWS NEW WORK
YELLOW SHOWS RETIRE
SHOWS PERMANENT EASEMENT TO STATE
SHOWS EXISTING EASEMENT
SHOWS PERMANENT EASEMENT TO COUNTY
SHOWS TEMPORARY EASEMENT
SHOWS EASEMENT TO BE RELINQUISHED BY STATE TO S.P.T.CO.
SHOWS S.P.T.CO PROPERTY LINE

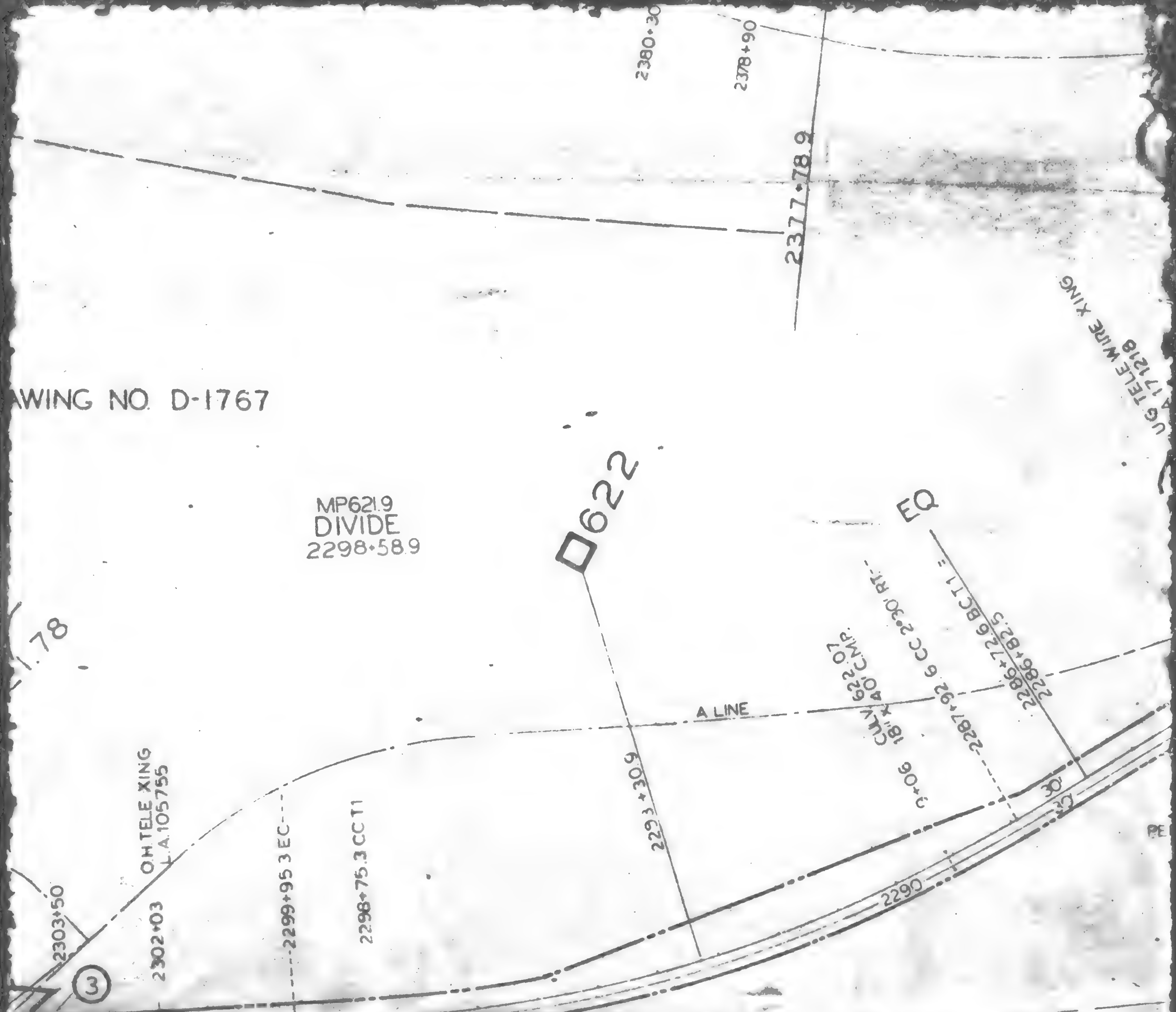

621
2350+32 U.G. L.A.
CULV. 621.08
24"x32'
0+17
2346+80
2346+10.9
CULV 621.00
36"x100' CMP
6+09
2345+00
100'
100'
2350
F.R. LINE
DITCH & RIP RAP
65'
66"
68'
15"
2350+05.1 CC 2°06' LT
2350+35.1 CC T2-1/2
2346+10.1 CC 7°28' L
2344+60.1 BC T2-1/4
2342+35
2341+50
2341+00
2341+56.6 EC
CULV 621.09
1'x2'x24' CREO. BOX
CULV. 621.10
12"x20' CMP
2340+06.6 CC T2
CULV 621.13
12"x30' CMP
2339+00
1+01
0+15
9+24
2339+10
OH POWER LINE XING L.A. 83703
2336+68 CC 5°52' RT
2336+41 OH TELE LINE XING
L.A. 97961
2335+40
2335+18 BC T2
CULV 621.20
3'x3'x30' CREO BOX
3+95
16'
30'
30'
68'
18'
5
EXISTING EASEMENT
TEMPORARY EASEMENT
PERMANENT EASEMENT
PACIFIC HIGHWAY
2333+51.0 EC
DOUGLAS COUNTY
LANE COUNTY

FOR CROSSING DETAIL
SEE DRAWING A-5690

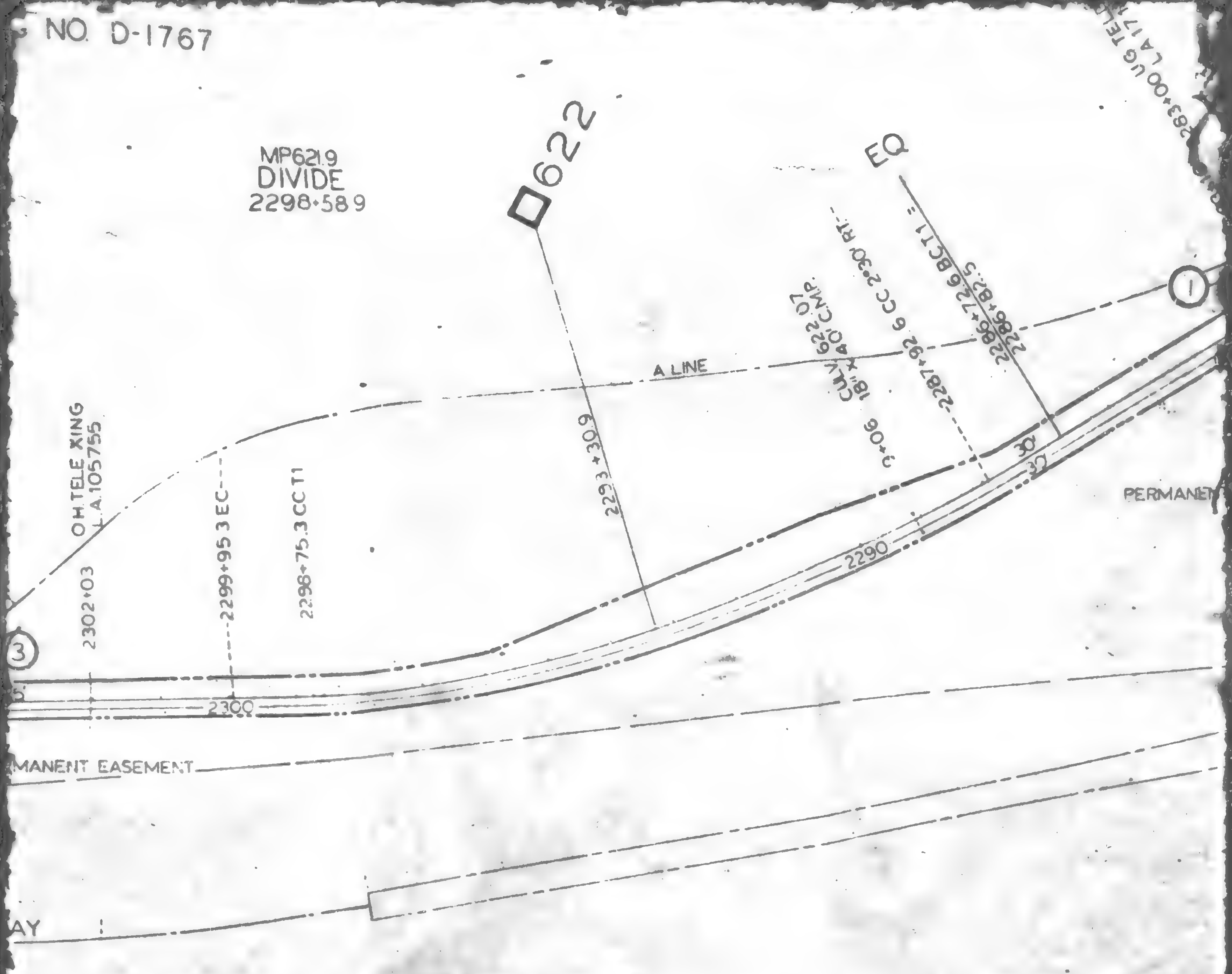

CULV. 621.30
4'x5'x40' CREO BOX
2331+10
2330+10
PERMANENT
EASEMENT
TO COUNTY
④
9+59
F R LINE
30
330
66"
2332+01.0 CC T1
CULV. 621.44
1'x2'x24 CREO BOX
1+92
CULV 621.49
36"x30'CMP
9+03
2318+81.6EC
2317+31.6 CC T1
2320
30'
30'
16'
2324+41.6 CC 3° LT.
2322+91.6 BC T1
TEMPORARY EASEMENT
B LINE
INSTALL 2 -15"C
11 12
14 13
A LINE


FOR DETAILS S
CULV 621.44
1'X2'X28' CR.E.O BOX
CULV 621.49
36"X30'CMP
1+92
9+03
2318+81.6 EC
2317+31.6 CC T1
2314+34 O.H.TELE XING
L.A 98383
2314+55
2314+10
CULV 621.63
24"X22'CMP
2312+50
2311+75
PUC-C621.7-A
2310+53.7 CC 3° 15' RT
2309+70 O.H.POWER LINE XING
L.A 51688
2309+03.7 BC T1
2307+80
FR LINE
DITCH
2320
30'
30'
16'
48" MH
TEMPORARY EASEMENT
B LINE
INSTALL 2 -15" CONC. PIPES
TEMPORARY EASEMENT
EASEMENT TO BE RELINQUISHED
TO S.P.T.CO. BY STATE
A LINE
11 12
14 13
2+31.6 BC T1
PAC


FOR DETAILS SEE D
CULV 621.44
1'×2'×24' CREO BOX
CULV 621.49
36"×30"C.MP
1+92
9+03
2318+81.6 EC
2317+31.6 CC T1
2314+34 O.H.TELE XING
L.A 98383
2314+55
2314+10
CULV 621.63
24"×22" CMP
2312+50
2311+75
PUC-C 621.7-A
2310+53.7 CC 3° 15' RT
O.H.POWER LINE XING
L.A 51688
2309+70
2309+03.7 BC T1
2307+80
FR LINE
RR 2304+71.5
1033+97.3
62
2320
30'
30'
16'
48'
MH
DITCH
2-48'
20'
2310
TEMPORARY EASEMENT
B LINE
INSTALL 2 -15" CONC. PIPES
TEMPORARY EASEMENT
EASEMENT TO BE RELINQUISHED
TO S.P.T.CO. BY STATE
②
11 12
14 13
A LINE
PACIFIC HI
T.21 S, R.4 W., W.


2380+30
2378+90
2377+78.9
UG TELE WIRE XING
A 171218
AWING NO. D-1767
MP621.9
DIVIDE
2298+58.9
622
EQ
1.78
A LINE
CULV 622.07
18" x 40' CMP
2287+92.6 CC 2°30' RT
2286+72.6 BCT1
2286+82.5
2293+30.9
OH TELE XING
A.105755
2303+50
2302+03
2299+95.3 EC
2298+75.3 CCT1
3
25'
30'
30'
2300
2290
PE
PERMANENT EASEMENT
HIGHWAY
SOUT
TRANS
OFFIC
UNION STA
ANL
EASEMEN
OREGON

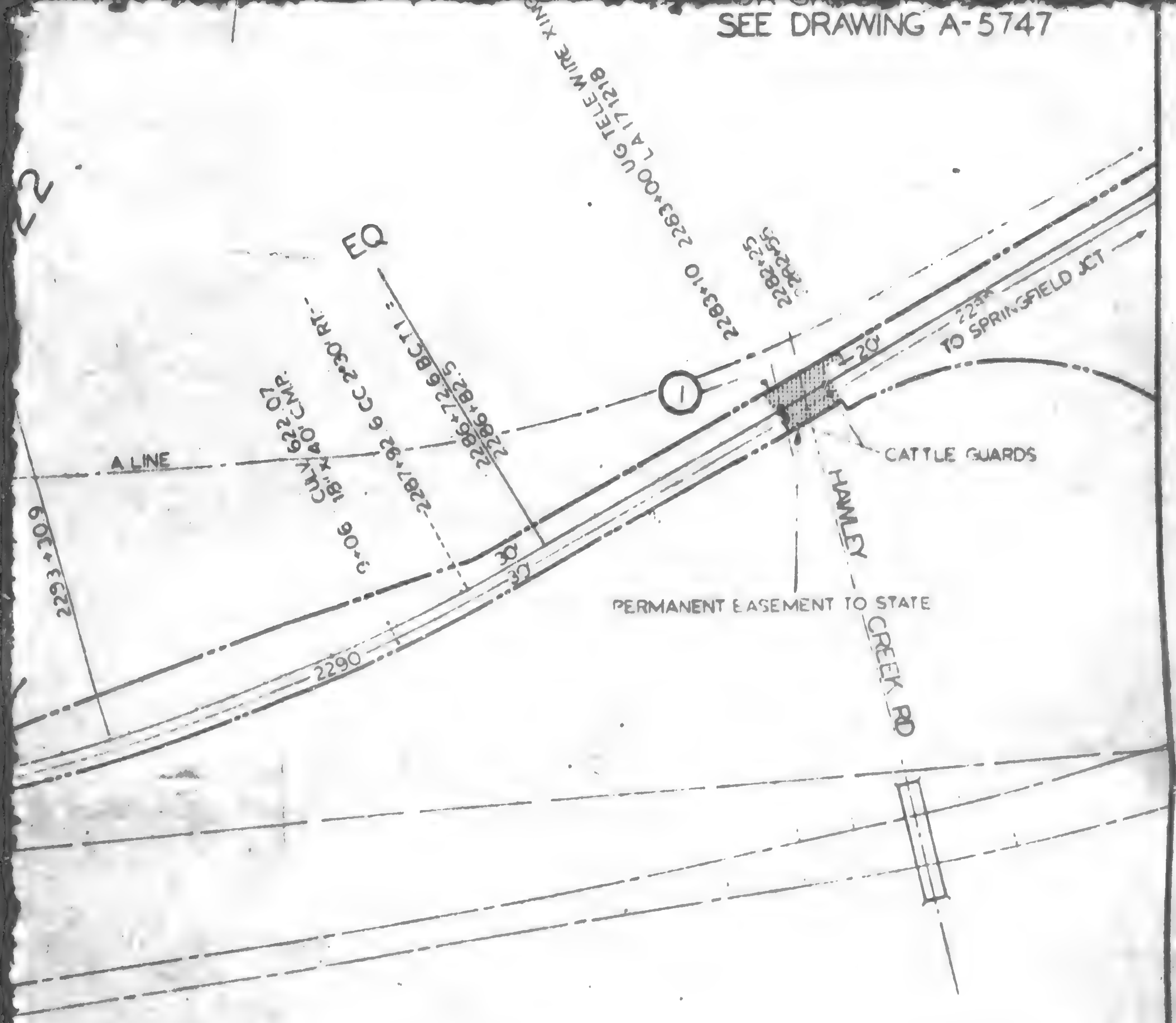
NO. D-1767


MP621.9
DIVIDE
2298+58.9
622
EQ
283+00 LG TELE
CULV. 622.07
18"x40' C.M.P.
2287+92.6 CC 2°30' RT.
2286+72.6 BCT1 =
2286+82.5
90+?
①
A LINE
O.H. TELE XING
A.105755
2302+03
2299+95.3 EC
2298+75.3 CCT1
2293+30.9
30'
30'
2290
2300
③
PERMANENT EASEMENT
PERMANENT
AY

SOUTHER
TRANSPORTA
OFFICE OF DIV
UNION STATION PORT
SISKIY
ANLAUF
EASEMENT FO
OREGON STAT

SCALE 1" = 200'
DRAWN BY EHD
ROUTE NO C MP619.4
DATE FEB 23, 1978
REVISED TO

SOUTHERN PACIFIC
TRANSPORTATION COMPANY
DIVISION


SEE DRAWING A-5747
22
2283+00 UG TELE WIRE XING LA 171218
EQ
2283+10
2282+25
2282+55
①
2286+73.6 BC 11 =
2286+82.5
2287+92.6 CC 2°30' RT
CULV. 622.07
18" x 40' C.M.P.
90+0
A LINE
2293+30.9
30'
30'
20'
2290
22
TO SPRINGFIELD JCT
CATTLE GUARDS
HAWLEY CREEK RD
PERMANENT EASEMENT TO STATE

SOUTHERN PACIFIC
TRANSPORTATION COMPANY
OFFICE OF DIVISION ENGINEER
UNION STATION PORTLAND OREGON 97209

SISKIYOU LINE

ANLAUF - DIVIDE

EASEMENT FOR STATE HIGHWAY I-5
OREGON STATE HIGHWAY DIVISION

SCALE 1" = 200'	OREGON DIVISION
DRAWN BY EHD	VAL SEC 16 SHEET NO 49
ROUTE NO C MP 619.40	DRAWING NO F-1604
DATE FEB. 23, 1978	
REVISED TO [illegible]	

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE February 10, 1975

TO FILE

FROM J. B. Boyd
Right of Way Engineer

J B Boyd

SUBJECT SETTLEMENT OVER REVIEW
File 47853, Merwin
Divide - Anlauf Section
Pacific Highway
Douglas County

This file is one for which the Federal government has cited us. The State was obligated to maintain a bridge on the approach to this property. I had earlier made a judgment that if we acquired the entire parcel, that the Federal Highway could be obligated to pay the value of the entirety. The Federal government is adamant that the appraised valuation of $11,600 must still be docked the $6,100 which is the damages paid for the bridge not being constructed and the lack of reasonable access.

I had given a good faith offer to the Merwins of $8,800 and believed we were obligated to proceed on this basis, as indicated in my letter of January 21. They accepted this offer and I am recommending this settlement to the Highway State Transportation Commission. I still believe that considerable money will be saved by the flexibility of the channelization on this property. I will write to the location engineer and advise him of what we have done.

I discussed this problem with Mr. Jackson on this date and advised him of my problem and asked his concurrence in this file even though considerable more money was paid than originally anticipated. He concurred in the purchase of this property.

JBB:jk
cc: Charlie Mathias
R. L. Schroeder

RECEIVED
[illegible] 11 [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE February 10, 1975

TO Victor Wolfe
Location Engineer

J B Boyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT File 47853, Merwin
Divide - Anlauf Section
Pacific Highway
Douglas County

Please be advised that we have purchased the entire property shown in the sketch, File 47853. I believe that in purchasing the entirety, greater flexibility exists in your channel change construction, hopefully some additional monies can be saved. After your utilization of whatever is needed, this property may be deeded or sold to the Douglas County parks, or placed in a scenic category.

I would appreciate being notified of any possible savings due to this purchase. If any large savings occur, I will again attempt to obtain further FHWA participation.

JBB:jk
cc: Charlie Mathias
R. L. Schroeder
Virgil Wilson
Bud Shirley

CCR
I-5, S.
Divide-Anlauf

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 30, 1975

In reply refer to: 1041RW

SUBJECT: Oregon Project I-5-3(97)162
Comstock - Anlauf Section
File 47853 - Merwin

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

A review of Mr. Boyd's memorandum of January 21, 1975 requires clarification of our position concerning Federal participation in the Merwin acquisition.

On April 11, 1974 FHWA authorized the State under protective buying procedures to acquire two acres needed for the proposed highway project with the additional provision "in the event the State can negotiate acquisition of the remainder 4.4 acres Federal funds will participate on the basis of paragraph 5q, PPM 80-1, dated April 17, 1972." It was our understanding at that time that the State had not maintained a bridge over Pass Creek which provided the principal access to the Merwin property. The State appraised the property in the before situation as though it had access but damaged it in the after situation because of lack of access. Because the State had a responsibility to maintain a bridge which provided access to the property the appraisals from the State's viewpoint was on the correct basis. However, the appraisal was not on the correct basis for Federal participation purposes because maintenance of the bridge was a State responsibility. Therefore it would make no difference whether the State purchased only parcel 1 (the portion needed for a channel change) or purchased both parcels 1 and 2 as set forth in our authorization letter. Any claim for Federal participation would have to take into account that maintenance of the bridge was a State responsibility and not the responsibility of FHWA. If in fact the State acquires the entire property we would participate on the basis of the before appraisal of $11,600 minus the damages of $6,100, or a net amount of $5,500.

G. L. Green

cc:
OSHD (J. Boyd)
OSHD (M. Mitchell)

2-6-75
CC. Bruce Boyd
TAA

TED
L. L. JOHNS

RECEIVED
STATE HWY ENGR
FEB 4 '75
REFER TO
FOR
Info Inves R/D D/R Sign [✓ Act]

Con
I-5, S.
Divide -
Anlauf

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE January 21, 1975

TO The Files

FROM J. B. Boyd
Right of Way Engineer

SUBJECT File 47853 - Merwin
Divide - Anlauf Section
Pacific Highway
Douglas County

Mr. Virgil Wilson called and indicated the Merwins had a change in plan and they are now willing to sell their property for $10,000 which is $1,200 over the $8,800 we offered them originally for the property. It is my feeling that this would be an appropriate purchase and I contacted Mr. Charles Mathias in regard to the possibility of Federal participation in the purchase of this remainder. The past history of this parcel was that we had originally intended to purchase parcel one and parcel two on the hardship basis because of these people needing to construct a home on the property and our desire to negate the responsibilities of the bridge construction. Through a mistake we only purchased parcel number one and were cited for $6,100 which was the damages for the remainder for the bridge not being constructed and the lack of reasonable access.

Mr. Mathias does not believe that we would be eligible for the damages if we owned both parcels one and two. I disagree with his position. It is my belief that if we own the entirety, we would have the value of the entirety which was $11,600. I will not proceed with the purchase unless the Merwins accept our last offer that we made in good faith of $8,800. I believe that changes in design to the creek channel will more than save the dollars with which we purchase the property. I believe that I have a reasonable cause to proceed with the purchase. We will argue the eligibility of the funds in the future as already have a program approval for the purchase. This is not relative to the amount of total participation of the Federal Highway Administration only the right to purchase. Mr. Virgil Wilson was instructed to proceed on a last chance basis with the $8,800 offer if it is not accepted to disregard any further action on the file.

JBB:jk
cc: R. L. Schroeder ✓
Charles Mathias
Virgil Wilson

RECEIVED
N 22 1975

NOTED
R. L. SCHROEDER

Con.
T. S, S.
— D.
[illegible] —
[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 19, 1974

Mr. Glen Green
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

RE: R/W File 47853 - Merwin
FHWA File 1041RW.1

Dear Mr. Green:

Your letter states facts which are entirely correct. However, this was not the intention of this office. Inadvertently principles under which the acquisition was authorized were not carried out.

I have taken steps as indicated in my letter of September 18, a copy of which is attached, to rectify this situation and have had to make administrative decisions and administrative settlements because of these complications. I definately believe, as stated in the letter, that actions are in the best interest of the Highway Division and in line with the principles under which you originally authorized this participation.

I am requesting our field appraiser to reassess the appraisal valuation and we will depreciate the pro-rata share of the administrative settlement by the portion he estimates a willing buyer would have a value of the whole to enforce the state's responsibility in the reconstruction of the bridge. Otherwise, this file should be totally participating to the terms of the original authorization.

Very truly yours,

J B Boyd

J. B. Boyd
Right of Way Engineer

JBB:rk
cc: R. L. Schroeder
L. W. Rulien
A. Shirley
Charles Mathias
M. R. Mitchell

NOTED
R. L. SCHROEDER

RECEIVED
1 9 1974

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE September 18, 1974

TO Virgil Wilson

J B Boyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Parcel 2
File 47853 - Merwin

I have reviewed the problems in the acceptance of the Merwin file on only parcel one. I have reviewed the total cost involved and the dangers in not acquiring parcel two and that the Merwin's now want $2,000 per acres for a total area of 4.4 acres, it is in the state's interest to acquire the entirety. The channel change proposed closely approaches the property line of parcel one and I do not believe that the risk of not acquiring the remainder of the Merwin property is in the public's interest.

Please settle this file on the value requested by the Merwins in order to close out the problem. This property lies in a long narrow strip between a facility to be constructed and the railroad and bounded on the north by state property and on the south by the Douglas County Park. Because of my knowledge of the stream and the conditions, the latitude in the reconstruction activities because of the state owning this property will be considerably more than our investment. I will recommend this Settlement Over Review to the Oregon Transportation Commission as being in the best interests of the Highway Division.

JBB:rk
cc: R. L. Schroeder
L. W. Rulien
A. Shirley
Charles Mathias

Co[illegible]
I-5 S.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 10, 1974

In reply refer to: 1041RW.1

SUBJECT: Oregon Project I-5-3(97)162
Divide-Anlauf
Appraisal - File No. 47853, Merwin

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

When right of way for the existing facility was acquired this property was provided access by means of a State owned and maintained frontage road which included a bridge across Pass Creek. The bridge washed out in the mid-1960s and because the property was vacant it was never rebuilt. This, in effect, precludes physical access.

The current appraisal values the property in the "before" situation as though it has access but damages it in the "after" situation because of the lack of access. If the bridge, which is a State maintenance responsibility, was in place the appraisal would be an acceptable basis for Federal participation. However, since the property does not have a means of physical access, damages are present in the "before" situation. Therefore, Federal funds cannot participate in the $6100 damages assessed because of lack of access in the "after" situation. Maintenance of the bridge is considered a State responsibility.

for
G. L. Green

RECEIVED
STATE HWY ENGR
SEP 11 '74
REFER TO
[illegible]
FOR
Info [illegible] [illegible] [illegible] Sign Act File

cc:
OSHD (J. Boyd)
OSHD (M. Mitchell)

ORIGINAL TO
Boyd - TAA
9-12-74

NOTED
R. L. SCHROEDER

CON 21-2
I 5,S.
Divide - Curtin
Sp.

November 13, 1974

777-J

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Pass Creek Hydrologic
and Biologic Study
Oregon Project I-5-3(-)160
Your File 10418R

Discussion with the other agencies indicates that scaling down the project would not achieve the results necessary for an objective analysis of the problem. Consequently, we have decided not to consider this research effort in conjunction with the proposed highway improvement project.

We will pursue the possibility of developing it as an independent research project.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder (enc.)
H. S. Coulter "
Victor D. Wolfe
R. L. Lenz
Gordon Beecroft "
Alfred Shirley "

WHT:jp ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 7, 1974

FROM:

SUBJECT: FHWA File 1041BR
Pass Creek Hydrologic and
Biologic Study
Oregon Project I-5-3(-)160

TO: Mr. E. S. Hunter
Assistant State Highway Engineer
Building

We have reviewed the proposed study with the agencies that would be involved in light of the alternatives suggested by the Federal Highway Administration in their October 18 letter. Following are comments pertaining to the alternatives.

1. We have determined that it will take at least two years to obtain the necessary approvals for a research study that would eliminate preconstruction data collection. Research before and during this construction would permit the collection of preconstruction data that could be used for correlation with data collected following construction.

2. This study cannot be scaled down sufficiently to significantly reduce the cost to an acceptable level and still produce results that would have statistical significance. To increase the coverage to other streams would naturally increase the cost of the study.

3. The Wildlife people indicate that reduction in the work anticipated by them would result in conclusions that would not be reliable and the results may not be capable of being applied to other areas. In short, the work outlined by them represents the minimum effort required for conclusive results.

4. It is possible that a small reduction in cost could be achieved by eliminating the recording gauge; however, it would not be significant in terms of the total study cost.

Since it appears that the study cannot get under way prior to winter for timely implementation relative to construction, it is our

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NOV 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

recommendation not to consider this research effort with this construction project but, instead, pursue the possibility of developing it as an independent research project.

A suggested reply to Glen Green is attached.

Victor D. Wolfe
Location Engineer

WHT:jp
Attach
cc R.L. Lenz
   Gordon Beecroft

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

RECEIVED STATE HWY ENG.
OCT 22 '74
REFER TO
Hunter
FOR
☒

DATE: October 18, 1974

In reply refer to: 1041BR

SUBJECT: Oregon Project I-5-3(-)160
Proposed Pass Creek Hydrologic and
Biological Study

FROM : G. L. Green, Division Engineer

cc: Schroede

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Mr. E. H. Tebeau, Asst. Location Engineer

Mr. Tebeau's memorandum of October 16 requests PE funds for the above study. To qualify for Preliminary Engineering financing Phase I results should be utilized in design of this specific project. Most of the proposed expenditures in this Phase appear to be oriented towards research rather than Preliminary Engineering.

The size of the study is limited to one stream which is very small and this drainage area might not be representative enough to base design conclusions on a state or region-wide basis. Also the expenditure of $84,200 for such a limited area does not appear to be an efficient use of funds. We recommend that you consider the following possibilities:

1. Request research funds for the entire project.
2. Either scale the project down or increase the coverage to several streams.
3. Reduce the amount of detailed work by the Wildlife Commission.
4. Find a simple method of recording peack discharges perhaps by RO people.

G L Green
G. L. Green

RECEIVED
OCT 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1037

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BAKERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
323-3
0-0-71-6

September 17, 1974

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Acknowledge your letter September 13, 1974, relative to leases to Oregon State Highway Commission, file Lease Audit No. 45580 and No. 65651.

We will send you the termination papers on Lease Audit No. 65651 and will incorporate the other lease in the new construction and maintenance agreement which is now being negotiated for the improvement of I-5 between Divide and Comstock.

Yours truly,

Chas T Bakers

xc: H.S. Coulter
V.E. Skoog.
C. W. Head
J.B. Boyd
E.L. Hardt
Alfred Shipley, Jr.
Max Klotz
J.L. Sollis

RECEIVED
SEP 19 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

NOTED
J. E. CHIDSEY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

bc: H. S. Coulter
V. E. Skoog
C. W. Head
J. B. Boyd
E. L. Hardt
Alfred Shirley, Jr.
Matt Klotz

September 13, 1974

Southern Pacific Trans. Co.
324 Union Station
Portland, OR 97209

Attn: E. A. Kendrew

Southern Pacific Trans. Co.'s
Leases to Oregon State Highway
Commission
F-45580 & L-65651

Dear Sir:

I have had our Regional offices investigate the practicality of continuing Lease No. 45580 and Lease 65651. I have been informed by our Regional Office in Milwaukie that the Cultivation Lease, 65651, is no longer required. It would be recommended that this lease be terminated as soon as practical.

Lease No. 45580 covering the right to install and maintain two culverts near Comstock of the Pacific Highway is still needed. Since we are in the process of rebuilding the interstate highway in the Comstock area and will of necessity have to enter into a new agreement with Southern Pacific Transportation Company, it is my recommendation that this lease be incorporated in the new Construction Maintenance Agreement and necessary easements which will be negotiated on this section of the highway.

Please prepare a Termination Agreement for Lease No. 65651 and forward it to my office for execution by the Oregon Department of Transportation. If there is any further information you require, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

cc: Southern Pacific
San Francisco

RECEIVED
SEP 13 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

9037

Salem

July 25, 1974

John R. Oakes Assistant R/W Engineer

L. W. Rulien
Project Management Engineer

Programing
Drain-Anlauf Section
Umpqua Highway
Douglas County

Funds from State Bond Program are authorized for the purchase of the necessary files for the subject project; however, no expenditures can be made until Emergency Board authorization is made. The Emergency Board meeting date is estimated to be August 8.

In order to keep this section eligible for future Federal-aid on construction, it will be necessary to document this purchase in accordance with IM 80-1-72 dated 7-28-72, "Protective Buying and Hardship Acquisition".

This is fiscal year 1975 expenditure; if the expense overruns the estimate, please request additional authorization.

26

Prefix 10-[illegible]03 should be used for this expense.

CRN:dg

cc F. R. Griffin
C. P. Laux

10-2601

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE July 19, 1974

TO L. W. Rulien
Project Management Engineer

John R. Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT PROGRAMING
Drain-Anlauf Section
Umpqua Highway
Douglas County

10-1303
Acq. with bond money
No exp. until "E" board action

Cont. - have prefix established
for acquisition of Bond money
expenditure to wait for
"E" board auth. of Bond
Program R

Options on this project were received by the Right of Way Section in 1967. When we requested programing we were informed that funds were not available at that time. However, we were given a State prefix and told that we could purchase any files on which the owners requested hardship consideration.

We have proceeded on this basis and have purchased all but about 40 files. We now find that the bond program is including units on this section and the Location Section has recommended that we complete our acquisition.

These 40 files are estimated at $315,000 with relocation involving nine families estimated at $50,000. Demolition of the remaining buildings is estimated at $5,000. A copy of the relocation report is attached in the event you wish to request Federal Highway Administration participation in the remaining files. The relocation report or plan makes it clear that housing is fairly scarce in this area. However, the Liaison Agent, Mr. North, believes that with an adequate leadtime the nine families consisting of approximately 20 individuals can be relocated into decent, safe, and sanitary housing. He has estimated this leadtime at approximately 18 months.

JRO:ha
Att.
cc M. R. Mitchell
Bob Poggione

RECEIVED
JUL 19 1974
PROJECT MANAGEMENT SECTION

Section: Drain-Anlauf
Highway: Umpqua
County: Douglas
Date: July 15, 1974

RELOCATION REPORT

There are eight remaining files, including nine dwellings which are subject to relocation on the above section. They are described as follows:

File 42057 - Duncan

This is a three bedroom dwelling occupied by husband and wife owners and one school age son. This dwelling is located in the city limits of Drain.

File 42064 - Watson

This is a two bedroom dwelling occupied by husband and wife renters and one school age daughter. Dwelling is within Drain city limits.

File 42070 - Haller

This is an eight year old dwelling in good condition occupied by husband and wife owners. It is located within Drain city limits.

File 42076 - Engle

This is a two bedroom, 40 year old house in average condition. Occupied by husband and wife owners. It is located just outside of Drain city limits.

This house can be expected to be moved back to remaining land.

File 42081 - Wilson

This is a 15 year old, two bedroom house in excellent condition occupied by husband and wife owners. It is located 0.5 mile north of Drain City limits. It is possible to relocate this house on remaining land.

File 42085 - Haldeman

This is a three bedroom dwelling in good condition occupied by husband and wife month to month renters. This is located 500' north of Cold Springs Store.

File 41974 - Steindorf

This is a two bedroom dwelling in average condition occupied by husband and wife owners. It is located 1.5 miles southwest of Anlauf. It can be expected to be moved back to remaining land.

File 41977 - Hargan

This property includes two dwellings which will be removed. One is a very old, very run down five bedroom dwelling occupied on a rental basis by a husband and wife who prefer a smaller house.

The other unit is a very small, old and run down portion of what was formerly a side by side duplex. It is occupied by a lady and her 11-year old nephew. All of the occupants are in some way related to the owner, but are considered renters.

Displacement totals are nine families, which consist of four renters and five owners.

Total displacees are 20 individuals.

Replacement housing in the Drain area is limited. Listings at this date are as follows:

Strout Realty: 2 bedroom at Cedar and Division Street in Drain, $7,900.

Jack Baines Realty: 5 bedroom at 3rd and C in Drain, $11,000. This is an old house, but can be classed as DSS.

Jack Baines Realty: A two unit apartment on D St. at rear of Western Auto Store, $15,500.

Strout Realty: Lot 12 Gardners addition. Drain 2 bedroom house, $7,900.

By owner: 2nd & D Streets Drain. 3 bedroom, $6,500. This house is old and run down. Would require repairs.

Jack Barnes Realty: Yoncalla, 3 bedroom, $9,000.

Two trailor parks advertise spaces for rent in Drain. Two new duplexes are under construction. No information as to rent is available. The local weekly newspaper, the Drain Enterprise, advertised no houses for sale and one 2 bedroom duplex for rent at $110 per month.

At the Anlauf end of the project, several mobile homes have been established on .5 acre plots.

Prefabricated homes of all sizes are available for quick erection on any approved site. Septic tank approval is individually determined. Several have recently been approved in the area.

In view of the possibility of moving three dwellings back on remaining land and that several displacees will option to move out of the area to Yoncalla, Sutherlin or Cottage Grove where housing is plentiful; it is believed that relocation can proceed without hardship if sufficient time is allowed.

F. M. North

F. M. North
Liaisen Agent

FMN:bjl

1057

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 11, 1974

Mr. Chas T. Babers
Southern Pacific Transportation Co.
Room 251-N Union Station
800 Northwest Sixth Avenue
Portland, OR 97209

Dear Mr. Babers:

RE: 323-3 0-0-71-6

This is in response to Mr. Shirley's letter of May 31 referring to your letter of May 23.

The access from the highway which you referred to was covered in an April 10, 1972 letter from Mr. A.W. Kilborn which set forth the access that the railroad should be provided. These access points would be served by proposed frontage roads as shown on the attached maps of the Divide-Comstock and Comstock-Anlauf Sections, M.P. 617.88, M.P. 620.08 and M.P. 620.58. M.P. 618.53, 619.14 and 619.54 would be served by access roads from the freeway which have locked gates at the right of way fence.

CEP4
#8015

The two new crossings at M.P. 617.1 and M.P. 621.3, as well as new grade separations for the Divide and Anlauf Interchanges, would be required. (See separate maps for Divide & Anlauf)

Other encroachments on railroad right of way cannot be detailed until such time as the hearing processes are completed and final design plans are formulated.

Please feel free to contact this office if you have any further questions.

Very truly yours,

Victor D. Wolfe
Location Engineer

RECEIVED
JUN 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

cc: E.S. Hunter ✓
A. Shirley Jr.
J. H. Versteeg
J. E. Chidsey

DCB:ko

Attachment

CON 1
I-5, S.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 31, 1974

FILE:

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

Attached hereto is a letter from the Southern Pacific Transportation Co. concerning our proposed design for the Divide-Anlauf Section of I-5. This office has no detail information concerning proposed construction that will affect the Southern Pacific facilities adjacent to the section.

Would you please respond to Mr. Babers and begin what appears to be necessary negotiations leading toward agreement for the construction with Southern Pacific Transportation Co.

AS/cw
Attach.

cc E. S. Hunter ✓
J. H. Versteeg
J. E. Chidsey

RECEIVED
JUN 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 31, 1974

Mr. Chas. T. Babers
Southern Pacific Transportation Co.
Room 251-N Union Station
800 Northwest Sixth Avenue
Portland, OR 97209

Dear Mr. Babers:

Reference is made to your letter of May 23 regarding your File 323-3 0-0-71-6.

This office does not have at the present time detail designs for the Divide-Anlauf Section of the Pacific Highway, I-5. I am forwarding your request to Victor D. Wolfe, Location Engineer in our Salem headquarters, for further response.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw
E. S. Hunter
cc Victor D. Wolfe
J. H. Versteeg
J. E. Chidsey

S-2000

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
323-3
0-0-71-6

May 23, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Sir:

Acknowledge your letter May 17, relative to Oregon State Highway Division proposal for future project on the Divide-Anlauf Section of Pacific Highway (I-5), lying southerly of the City of Cottage Grove and partially in both Lane and Douglas Counties.

According to the small Corridor & Design Hearing Map, Divide-Anlauf Section, Southern Pacific Transportation Company tracks will be crossed in several locations. In order for us to make any form of statement or give any consideration to your proposal, this office must be furnished with type of highway construction to cross or encroach on railroad right of way.

We have previously indicated that access from this highway must be provided at all of the existing exits due to the use of roadways by our maintenance crews in this area. Your drawings should show how this access is going to be accomplished.

We would appreciate this information as soon as possible so that we would be in a position to make a statement at the formal hearing on June 27th.

Yours truly,

Chas F. Babers

cc: Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

JO#

9037

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 5, 1974

FROM:

SUBJECT:
Anlauf Interchange
10' x 10' RCBC Installations on Buck Creek
Fish Passage Facilities
Pacific Highway (I-5), Lane County

TO: MEMO TO FILES

1 Verstong
3 A. Olsen
2
4

RECEIVED

Requires Reply ☐

Other

Copy 4

REFERRED TO

Cole	Reed
Eriksen	[✓ Sample]
Hager	Watson

Return ☐ Forward ☐
Discuss ☐ [✓ File] ☐

BY FINAL DESIGN ENGINEER

Copy

Anlauf Interchange is located in W1/2SE1/4, Sec. 30, T.21S., R.4 W at Interstate 5, MP 162. The northbound lanes cross over a 100-foot-long 10' x 10' RCBC about 95 feet upstream from a 70-foot-long 10' x 10' RCBC beneath the southbound lanes. The culvert under the northbound lanes is 150 feet left of Station L^5 297+70 and the culvert under the southbound lanes is 5 feet right of Station L^5 297+00.

PROPOSED INSTALLATION

Under the new plan the existing culverts will be connected and extended in kind, resulting in a total length of 370 feet; in addition a new 190-foot-long 10' x 10' RCBC is proposed for a crossing downstream under an interchange ramp.

The fisheries resource personnel are concerned that the lengthening of the existing culvert, together with the additional long culvert downstream, may prevent fish passage into upper Buck Creek. Gradient of the new downstream culvert is 1 percent; however, the upstream culvert is of more concern since it is longer and has a 5 percent gradient on its downstream extension.

FISH PASSAGE FACILITIES

A study was initiated by this office to determine if baffles similar in design to those proposed for the Pass Creek culverts could be used on the proposed box culverts without affecting the hydraulic performance of the culverts under design flood conditions. Fish passage through the proposed culverts without baffles seems highly unlikely because of the culvert lengths, high flow velocities which could exceed 9 fps during flow periods conducive to migration, and shallow flow depths of less than 0.8 foot.

A general guideline established by the resource agencies suggests a maximum velocity of 8 fps for culverts up to 100 feet in length and 4 fps for culverts exceeding 100 feet. Baffles are used on long steep culverts to reduce flow velocities to about 4 fps but most important they provide areas within the culverts which allow the fish to rest while proceeding upstream.

The hydraulic performance of these culverts will not be affected adversely by installing baffles as shown on the attached sheet. Comparison of performance curves indicate that the proposed culverts with baffles will operate under inlet control over the range of discharges anticipated up to a 50-year frequency.

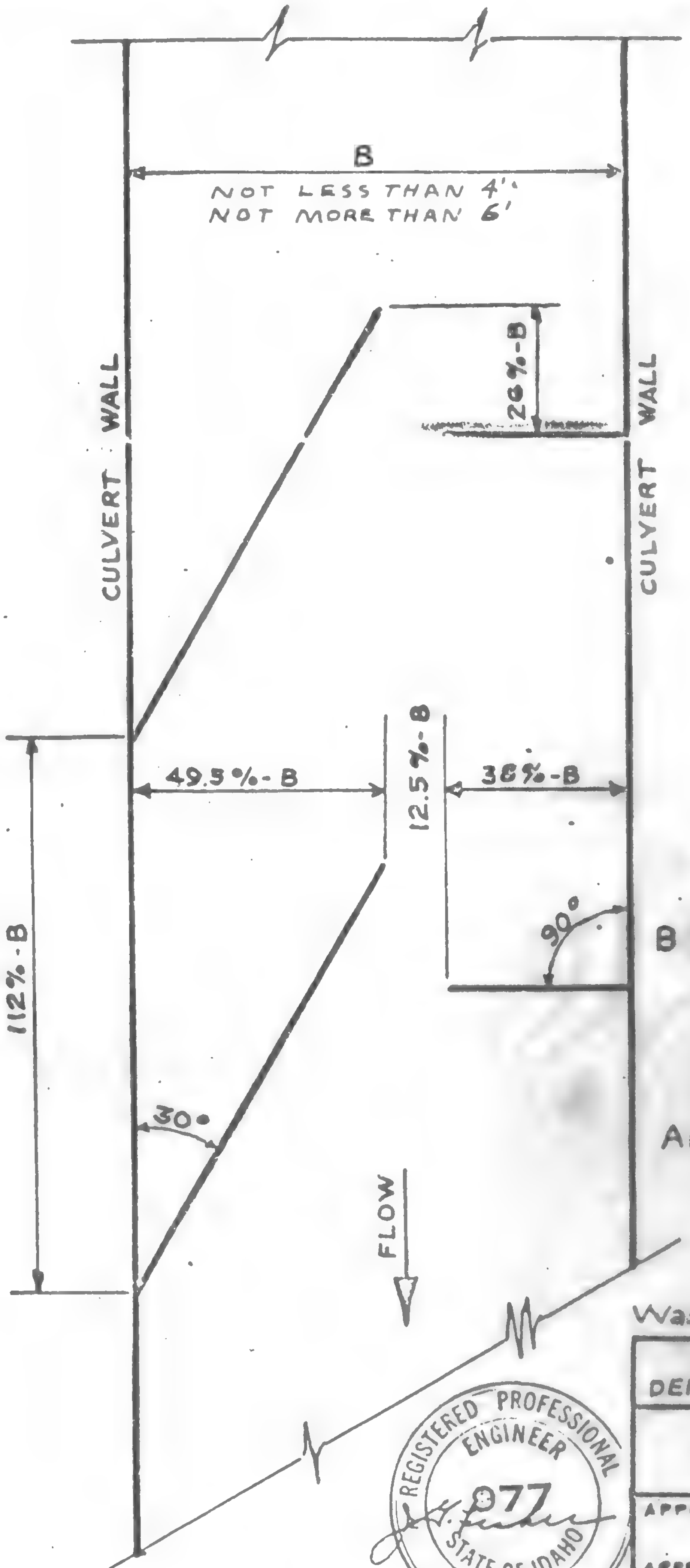
HYDROLOGY

Buck Creek drains an area of 4.35 square miles and is characterized by steep hillsides draining into narrow gullies. A design discharge of 1,025 cfs, estimated by this office, has a return frequency of 50 years. The channel slope through the reach under study averages 1.2 percent; however, the slope of certain segments of the stream are as high as 5 percent. This stream is in a very youthful geological stage; therefore, bank erosion and stream degradation should be expected as the basin moves toward equilibrium conditions. Disrupting the natural conditions by construction of culverts will produce excessive erosion in the channel at the culvert outlets by increasing the energy and momentum of the flood waters. For this reason, the outlet channels should be protected with riprap or other approved measures, the details of which will have to be worked out with the fish biologists. Such protection will provide better fish passage by preventing scour holes at the outlets.

Richard L. Lenz
Hydraulics Engineer

By Allen G. Mickey
Allen G. Mickey
Hydraulic Technician

Attach
AGM:jp
cc Victor D. Wolfe
Alfred Shirley, Jr
Gary Potter
J.H. Versteeg
George Wills


B
NOT LESS THAN 4'
NOT MORE THAN 6'
CULVERT WALL
CULVERT WALL
20%-B
49.5%-B
12.5%-B
38%-B
112%-B
90°
30°
FLOW

B EQUALS:

CLEAR WIDTH OF CULVERT;		box culverts
INTERCEPT WIDTH 1'-0" ABOVE INVERT		round or arch culv.

All Baffles 1'-0" high

Design taken from Washington Dept Fisheries

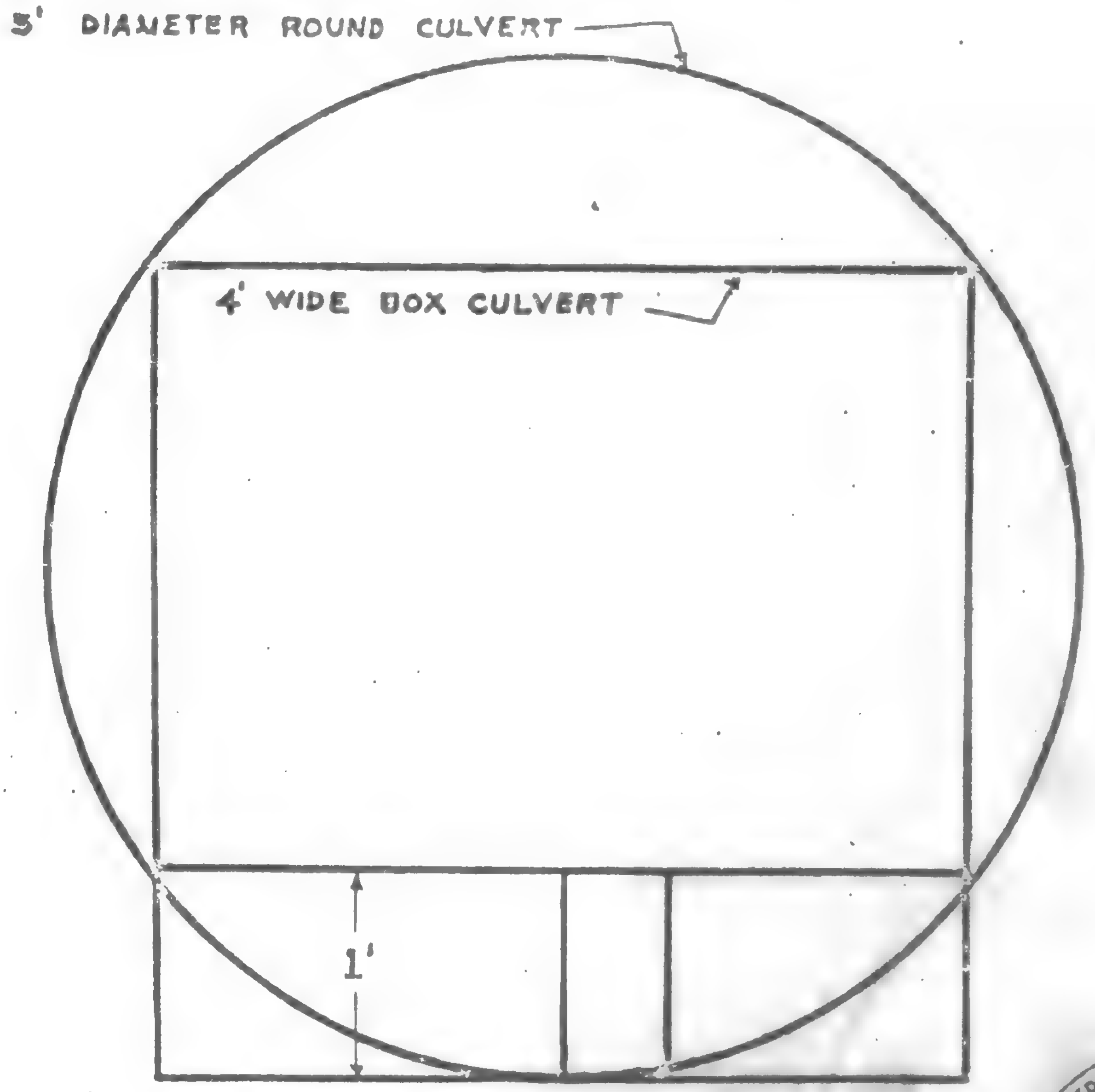
STATE OF IDAHO
DEP'T OF FISH AND GAME

BAFFLE PATTERN

APPROVED J. C. Simpson FISHERIES
APPROVED John R. Woodworth DIRECTOR
DATE. 5/10/69 DWG NO. 1 BY. JGF

REGISTERED PROFESSIONAL ENGINEER 977 STATE OF IDAHO J. G. FISHER

J. G. Fisher



977
J. G. FISHER

○ MINIMUM 5' DIAMETER – USE 4" BAFFLE THICKNESS

☐ MINIMUM 4' WIDE – USE 4" BAFFLE THICKNESS

USE MINIMUM 6" BAFFLE THICKNESS IN ALL CULVERT BAFFLES WHOSE CLEAR WIDTH IS GREATER THAN 4'.

THIS DRAWING IS TO ILLUSTRATE THE PRINCIPLE OF A MINIMUM HEIGHT OF ONE FOOT OF THE BAFFLES AT THEIR DEEPEST POINT. THE TOP OF THE BAFFLES ARE THEN EXTENDED TO INTERCEPT THE SIDE WALLS. MINIMUM TOP WIDTH IS 4 FEET.

Design taken from
Washington Dep't Fisheries

STATE OF IDAHO
DEP'T OF FISH AND GAME

BAFFLED SECTIONS
MINIMUM SIZES

APPROVED [illegible] FISHERIES
APPROVED [illegible] TOR
DATE. 5/10/67 DWG NO. 2 BY. JGF

9037

1
2 F
3 ~~av~~
4 T

Do not File
Return To
Bring Up
Other

May 24, 1974

Mr. George C. Wills
Location Field Engineer

Culvert Baffles
Divide-Comstock Section
Pacific Highway I-5
Lane County

REFERRED TO
Cole Reed
Erikson Semple 2-28
Hager Watson
Return ☐ Forward ☐
Discuss ☐ [✓ File] ☐ a copy
[illegible] ENGINEER

During the meeting of May 10 between the Oregon Wildlife Commission, Oregon Fish Commission and the Highway Division, the fisheries resource personnel indicated concern over the proposed alterations of the following culverts:

Station 36+00	120-inch structural plate
Station 50+80	96-inch structural plate
Station 76+82	102-inch structural plate

Their primary concern was the possible loss of fish passage if these culverts were extended or replaced as proposed. It was suggested that the Hydraulics Unit investigate the use of fish baffles to determine if they could be used to improve migration without sacrificing the efficiency of the structure for peak design flows.

Analysis of the fish baffle concept indicates that all three structures could be equipped with baffles having a maximum height of one foot above the culvert flowlines. Baffles would be aligned as shown on the attached sketch. Velocities in the culverts during the migration period of October through March would be reduced to about 4 fps, creating flows conducive to fish passage.

Mr. Jerry Bower, Wildlife Commission Biologist, Roseburg, was contacted to determine if the baffle design would meet their criteria. He indicated that the design appeared to be reasonable and should improve fish passage.

REFERRED TO
Wills - Hackleman
By Location Engineer
cc Versteeg

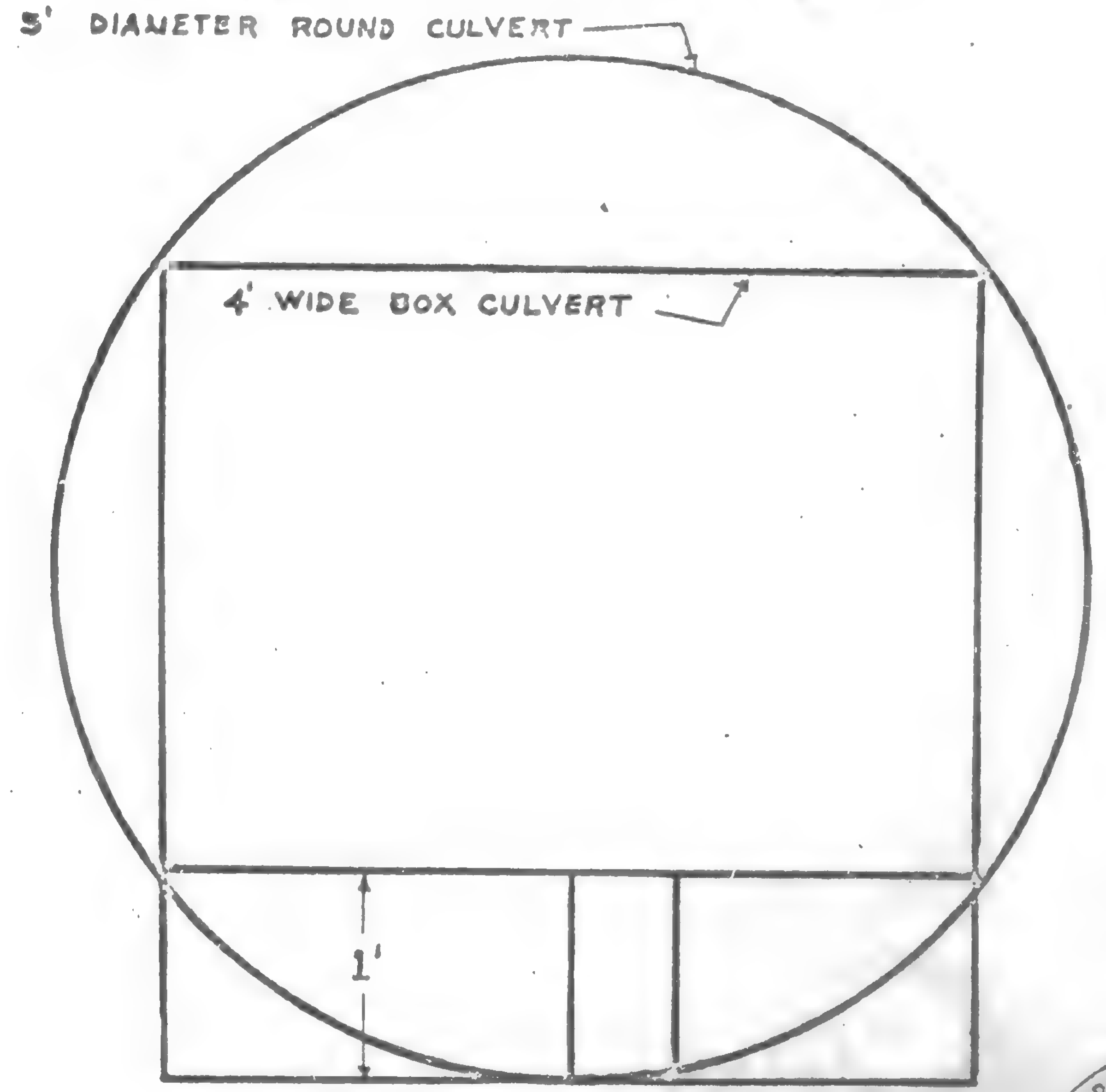
Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Assistant Hydraulics Engineer

SHM:mc

cc Victor D. Wolfe ✓
Gary Potter
Alfred Shirley, Jr.



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USE MINIMUM 6" BAFFLE THICKNESS IN ALL CULVERT BAFFLES WHOSE CLEAR WIDTH IS GREATER THAN 4'.

977
J. G. FISHER

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Design taken from
Washington Dep't Fisheries

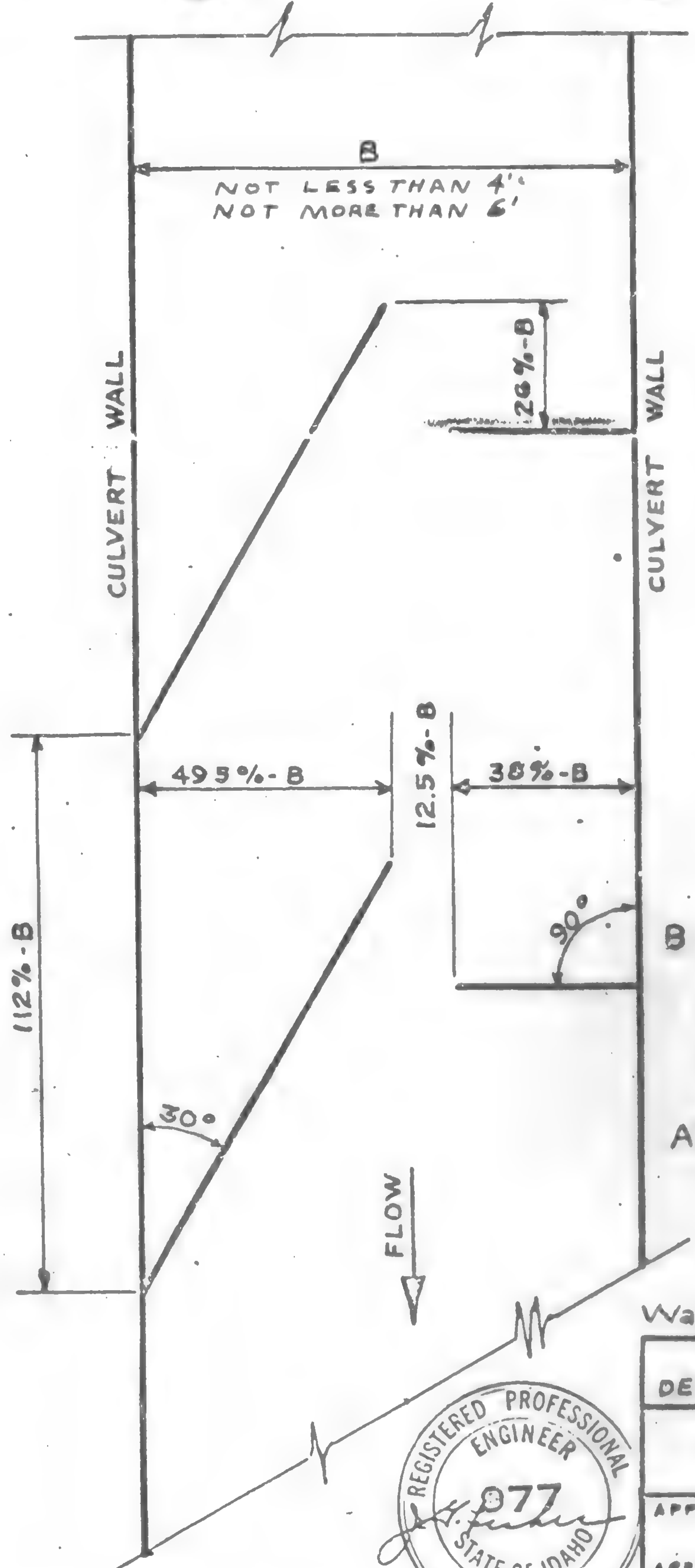
STATE OF IDAHO
DEP'T OF FISH AND GAME

BAFFLED SECTIONS
MINIMUM SIZES

APPROVED FISHERIES

APPROVED ECTOR

DATE 5/10/69 DWG NO. 2 BY JGF


B
NOT LESS THAN 4'
NOT MORE THAN 6'
CULVERT WALL
CULVERT WALL
26%-B
112%-B
49.5%-B
12.5%-B
38%-B
90°
30°
FLOW

B EQUALS:

CLEAR WIDTH OF CULVERT; {box culverts

INTERCEPT WIDTH 1'-0" ABOVE INVERT {round or arch culv.

All Baffles 1'-0" high

Design taken from Washington Dep't Fisheries

STATE OF IDAHO
DEP'T OF FISH AND GAME

BAFFLE PATTERN

APPROVED FISHERIES

APPROVED DIRECTOR

DATE. 5/10/67 DWG NO. 1 BY. JGF

REGISTERED PROFESSIONAL ENGINEER 977 STATE OF IDAHO J. G. FISHER

9037

Salem, Oregon

April 11, 1974

A. E. Shirley, Region III Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Reflectorized Traffic Markers
Divide-Comstock Section
[redacted]
Douglas County

Please be informed that money will be included in the [illegible] authorization to cover the cost of installation of [illegible] reflectorized traffic markers in accordance with [illegible] received from Mr. E. S. Hunter.

FET:we
cc: C. G. Swenson
Lyle K. Watson

Versteeg
A. Olson
Terpin
Scott
Swenson
B. Olson
Trout

RECEIVED
APR 11 1974
ROAD [illegible]
SECTION

2

4-11-74

TRANSACTION NUMBER 4-22

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-4)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-11-74

BY (Signature): MR. RULIEN'S 4-8-74 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. 781 THRU

STAGE 2 ITEM NOS. THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
781	I-5-3(97)162	2.0	10,000		COMSTOCK-ANLAUF SECTION DOUGLAS COUNTY - STATE OF OREGON.	RIGHT OF WAY

RECEIVED
STATE HWY ENGR
APR 12 '74
REFER TO
Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

NOTED
R. L. SCHROEDER

RECEIVED
APR 15 1974
Office of
Assistant State Highway Engineer

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		4-11-74	for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

Original to Rulien
Copy to Boyd 4-15-74

GPO 915-69

1027

102-7

April 8, 1974

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following project.

Item No.	Project No.	Section Name & PNRS No.
781	I-5-3(97)162	Comstock-Anlauf Section PNRS No. 71.0247

Enc.

cc R. N. Chase
B. L. Bifford

CL:dg

1037

April 8, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Comstock - Aulauf

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-3(97)162

We are submitting program data for one Stage I Interstate right-of-way project, Item No. 781, Project No. I-5-3(97)162 which we desire to have included in the Federal-Aid Highway Program.

We further request, concurrent with your approval of the program, authorization to proceed with the actual acquisition of parcel 47853 under the protective buying provisions of paragraph 3 of IM 20-1-69. When right-of-way was acquired from this property for the existing highway facility, the final judgment granted access from the 6.4 acres between the highway and railroad to a frontage road constructed on the right-of-way for that purpose. Sometime in the mid-1960s the bridge over Pass Creek on this access road washed out; however, since there were no remaining improvements on the property, the owner did not request replacement of the structure to restore access. In April of 1973, this property was sold to a new owner and he has contacted the Regional office and requested that the access, which we are obligated to maintain, be restored. The present estimate for the work necessary to restore this access is $21,000, whereas, the estimated cost of the entire parcel is $10,000; which indicates a considerable savings in public funds can be realized by acquiring the entire property. The future safety improvement work necessary on this section will require some 2 acres of this property for the realignment and riprapping of Pass Creek. Since the remaining 4.4 acres, which adjoins the Douglas County (Pass Creek) Park, is of considerable scenic value we request your approval of Interstate fund participation in acquiring this area. We propose to retain this area as right-of-way to preserve its natural beauty for the enjoyment of the traveling public. To restore access to this property would require an expenditure of funds greatly in excess of the value of the property, and, as any great delay in restoring this access could result in complaints from the property owners that we were not fulfilling our obligation, we therefore feel it is in the public interest to acquire the property at this time.

Project assurances regarding relocation assistance in accordance with IM 80-1-71 are not required for this parcel since there are no improvements on the property.

Attached is a copy of the State and District 6 (Umpqua Regional Council of Governments) letters of approval dated June 23, 1971 and June 18, 1971.

Attach.

CL:dg

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	
DATE SUBMITTED TO W.O.	April 8, 1974	

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
	1	I-5 Anlauf Interchange to NE 2.0 mi.		13,200	20,800	94	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)	FA ROUTE NO.	SUPV AGCY	[illegible]	[illegible]	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 22	NUMBER 7
	Right of Way Purchase								I-	5-3

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME		
	Interstate	Douglas		
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37) U.S.
			I-5	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 48	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-5 Anlauf Intchge. to N.E. 2.0 mi.					
5					ROW		(Comstock-Anlauf Section)	2.0	10,000			
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.0	10,000			
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Additional Data [illegible] I-118

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

April 8, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Anlauf Interchange to NE 2.0 mi.		13,200	20,800	94	10	Oregon	41	042	781

ORK (35 typewriter	NATL. FOREST	[illegible]	[illegible]	[illegible]	EMERG. YR.	PL. FUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
se							I-	5-3	(97)	162

Interstate

COUNTY NAME: Douglas
CODE: 019

ROUTE NO.: FEDERAL-AID I-5 | STATE | U.S.

PROGRAM STAGE: ☒ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		I-5 Anlauf Intchge. to N.E. 2.0 mi.						ROW acquisition all phases including incidental costs and relocation assistance.
W		(Comstock-Anlauf Section)	2.0	10,000				(Future revisions of Anlauf Intchge., pavement overlay and revisions necessary to conform with Interstate Safety Standards.)
NST OE)								ROW - 250' normal. Access control - [illegible] Parking restrictions [illegible] complete.
		PROJECT TOTALS	2.0	10,000				

VAL DATES

REMARKS

Additional Data Item I-118 Project I 5 [illegible]

(OVER)

USCOMM [illegible]

COMSTOCK-ANLAUF SECTION
Project No. I-5-3(97)162

Existing Facility:
Roadway: Four 12' lanes A.C. pavement, variable 8' to 99' median and 10' shoulders.
Structures: Bucks Cr. Rd. O'xing 90' RCDG, H.C. NB 41'7" H.C. SB 41'7"
Anlauf Intchge. U'xing 90' RCDG, H.C. 47' V.C. 12'9"
Bear Cr. Rd. O'xing (twin strs.) 200' RCDG, H.C. NB 30', H.C. SB 30'

Adjacent Sections:
S. End: 4-12' lanes A.C. pavement 16' median and 10' shoulders
N. End: 4-12' lanes A.C. pavement 8' median and 10' shoulders

Project Data: Right-of-way acquisition all phases, including incidental work and relocation assistance and payment as required to provide for future pavement overlay, reconstruction of Anlauf Interchange, and revisions to roadside features and appurtenances necessary to conform with Interstate Safety Standards. This project is being programed at this time for the acquisition of one parcel (file No. 47853) under the protective buying provisions of paragraph 3 of IM 20-1-69. The project will be expanded to include the balance of the right-of-way required after design approval is received.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas : None involved.

Public Hearing: Design public hearing is required and will be offered.

A-95 Review: State and District 6 (Umpqua Regional Council of Governments) letters of approval dated June 23, 1971 and June 18, 1971.

Requirements of PPM 90-1: Environmental Impact Statement will be submitted under separate action.

Note: This project is Congressional District No. 4

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 27, 1974

Mr. Steven Smith
EUGENE REGISTER-GUARD
P. O. Box 10188
Eugene, Oregon 97401

NOTED
A. E. JOHNSON

Dear Steve:

State Highway Division administrator Fred Klaboe is out of town this week but made a special point to call me and ask that I write you a note complimenting you on the I-5 Cottage Grove-to-Curtin piece which appeared in the March 22 edition of the REGISTER-GUARD.

It is an excellently researched and written news story, the kind which makes people like Klaboe want to break their backs to help you become properly informed. Obviously, the piece of freeway has become a community issue. How that issue is resolved is subject to debate and an informed debate needs facts.

Klaboe says your article is a near-perfect reflection of his memory of your conversation . . . with one tiny, little error. The third paragraph in the second column indicates that some of the curves in the section "are too steeply sloped." They are not, says Klaboe. He'd like you to tuck that "correction" in the back of your head.

Considering the breadth and length of your story, it is remarkably accurate. We appreciate that. Mr. Klaboe has suggested that your managing editor be informed of this fine piece of reporting so I am sending him a copy of this letter.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

We look forward to helping you on future stories dealing with State Highway Division activities. It may be that we will have a plan for immediate correction of the I-5 stretch of highway very soon. It should make for a good follow-up news story.

Best personal regards,

F. B. Klaboe
Administrator and
State Highway Engineer

By

Gary L. Sund
Director of Public Affairs

GLS:ob

cc - Barrie Hartman
Managing Editor
EUGENE REGISTER-GUARD

bcc- F. B. Klaboe
A. E. Johnson
E. S. Hunter

9037

FORM 2-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE February 27, 1974

TO L. W. Riley
Regional R/W Supervisor

[illegible] OAKES

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT 47771 - Elwood
Comstock - Anlauf Section
Pacific Highway
Douglas County

Mr. Olson has agreed with our recommendation that this property be redescribed to take in all the approximately 10.8 acres visible from the highway. Please furnish enough information for Mr. Scott to revise the description.

JRO:HA

cc E. S. Hunter
R. L. Schroeder
Roy Olson
Floyd Scott ✓

Sales [illegible] [illegible]
on this [illegible]
are being re-examined.
S.

FEB 28 1974

1 Versteeg ✓
A. Olson
Terpin
2 Scott
Swenson
B. Olson
Trout

RECEIVED
FEB 27 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Filing
Other

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 26, 1974

Mr. Warren Harris
Northwest Natural Gas Company
P. O. Box 986
Eugene, OR 97401

Natural Gas Facility
Divide-Comstock Section
Pacific Highway
Lane County

Dear Sir:

Here is a portion of a aerial photograph showing a Natural Gas facility, circled in red, located adjacent to the Old Pacific Highway at Divide, Oregon south of Cottage Grove.

The proposed Divide-Comstock Project will require the reconstruction of the interchange shown on the right portion of the photograph. The interchange reconstruction may conflict with the Natural Gas facility. Please advise as to the character of the Natural Gas facility and estimated cost to adjust the facility if required. Telephonic reply would be preferred. Your assistance will be greatly appreciated.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Attach

cc: R. L. Schroeder
Victor D. Wolfe
Alfred Shirley, Jr.
Gary Kennen

NOTED
R. L. SCHROEDER

9037

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 31, 1973

SUBJECT: Bridge No. 7584
Divide-Comstock Section
Pacific Highway
Douglas County

To: J. H. Versteeg
Road Design Engineer
SALEM

Please refer to Elliott Parker's letter dated 10-16-73 sent to you previously concerning cores taken from the deck of the subject structure.

The attached lab report shows good compressive strength in cores 3 through 6. Cores 1 and 2, however, were so badly cracked, no testing could be performed.

Even though we cannot show inadequate strength concrete in this structure, the entire deck at least should be replaced on the upcoming safety project. A visual examination of the underside of the deck shows very extensive "alligator" cracking throughout with the worst being in the northbound lanes. This was one of the old-type structures incorporating a 6-inch thick deck section.

It is Region's recommendation that no attempt be made to salvage any portion of the structure. It would be reasonable to request full replacement.

J. X. Wilson
J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc C. T. Keasey
Tom Lowe, FHWA
Jack McCormick

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout K

RECEIVED
NOV - 1 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Copy to Bridge
[illegible] & Location

Form K-69—(Rev. 5-73)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Concrete Cores

Laboratory No. 26186-89
Data Sheet No. 1668
Prefix 610-1985-910
Laboratory charge $36.00

Project Divide - Comstock
Highway Pacific Hwy. I-5
Contractor State Forces No.
Submitted by Elliott Parker
Source of Material
Sampled or inspected at Site
Sampled or inspected by R.M. Pope & D. Peterson 10/12/73

Date received 10/17/73
Date reported Oct. 22, 1973
To be used Bridge Decking
Quantity represented

Laboratory No.	26186	26187	26188	26189
Core No.	3	4	5	6
Station				
Location				
Date Cast	—	—	—	—
Date Tested	10-19-73	10-19-73	10-17-73	10-19-73
Age In Days	—	—	—	—
Core Depth, Inches	6.4	6.1	6.1	6.2
Specimen Length, Inches	5.8	5.9	5.8	6.0
Core Diameter, Inches	4.00	4.00	4.00	4.00
L/D Ratio	1.45	1.49	1.45	1.50
L/D Factor	0.965	0.970	0.965	0.972
Test Area, Sq. In.	12.57	12.57	12.57	12.57
Compressive Strength, Lbs.	54,700	60,600	67,100	60,500
Compressive Strength, Psi.	4200	4675	5150	4690

Core #3 cracked from bottom extending approx. to center of deck.

Core #6 cracked from bottom. Appears to extend about 1" to lower re-bar.

REPORT TO:

☐ F.H.W.A.
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Shirley
☐ Resident Engineer
X☐ Geology & Soils
X☐ Files
X Parker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

I-5

9037

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 16, 1973
Roseburg, Oregon

SUBJECT: 4¼" Core Samples
Bridge Deck, Structure #7584
Comstock Overcrossing
Divide - Comstock Section
[redacted], Douglas County

To: J. X. Wilson
Regional Construction Engineer
ROSEBURG

Test cores were cut on the above named structure as per your request on October 12, 1973.

The cores were boxed and taken to the Salem laboratory for compressive strength tests. Distribution of sample points are plotted on the attached plan view of the structure for your convenience.

Rock Pope and Don Petersen made the following observations concerning the structure during the sampling activity:

> "The north bound lanes appear to be constructed of a poorer grade of concrete. There were more hair-line cracks and visible fractures on the NB side, and the concrete appears to be more crumbly there than in the SB lanes."

Elliott Parker
Elliott Parker
Regional Geologist

cc Jack McCormick

also C.T. Keasey
J.H. Versteeg ✓
Tom Lowe FHWA

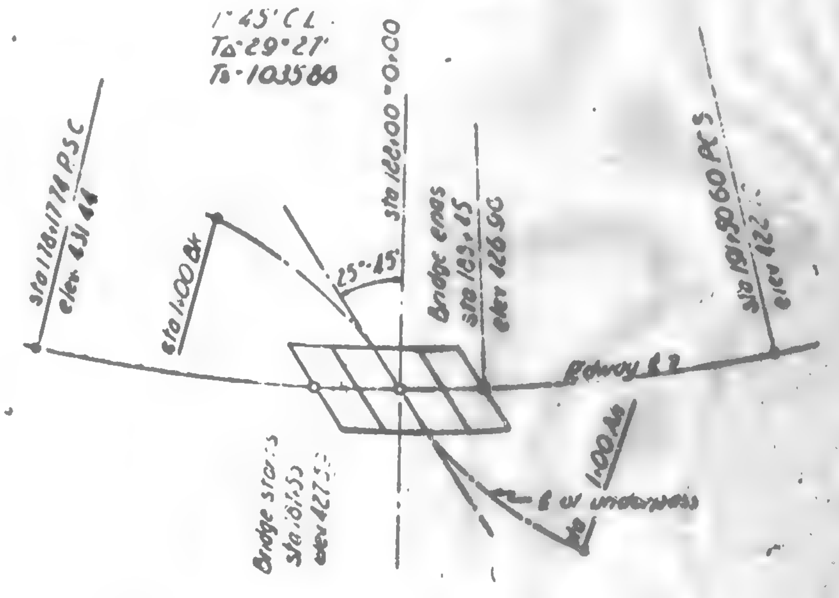
For your info. - Test results will be here next week.
GKly

ROSEBURG REGION
RECEIVED
OCT 17 1973

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout K

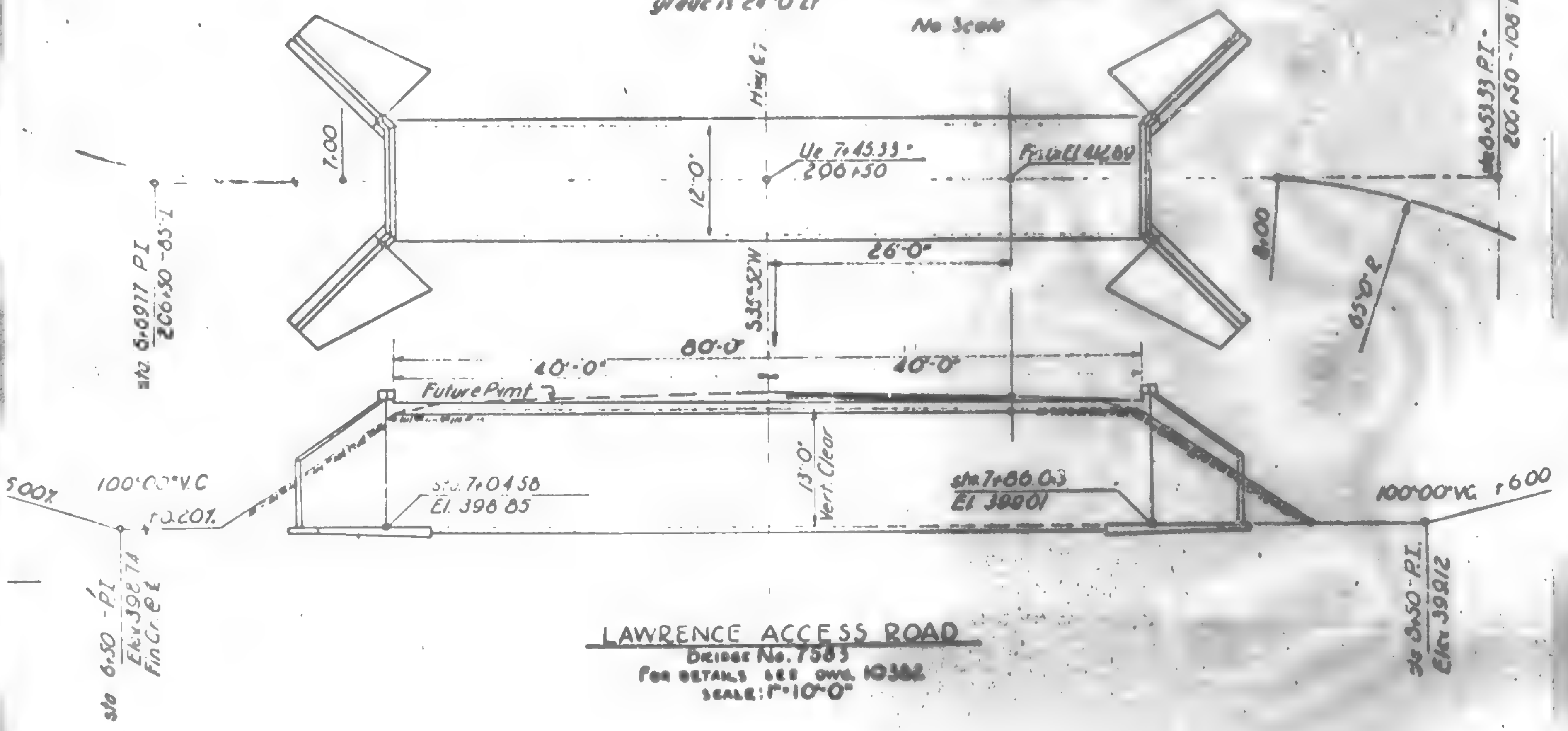
RECEIVED
OCT 22 1973
ROAD DESIGN

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other


1°45' C.L.
TΔ 29°27'
Ts 1035.80
sta 178+17.74 P.S.C.
elev 431.44
sta 182+00 = 0+00
sta 1+00 Bk
25°-45'
Bridge ends
sta 183+15
elev 426.90
sta 191+90.60 P.C.S.
elev 422
Rdway ℄
Bridge starts
sta 181+53
elev 427
1+00 Ah
℄ of underpass
sta

Line diagram showing position of bridge on curve ℄ underpass Grades given are finished grade @ ℄ Profile grade is 24'-0" Lt

No Scale


Hwy ℄
7.00
12'-0"
Ue 7+45.33 = 206+50
Fin Gr El 412.80
26'-0"
S 35°-52' W
sta 6+69.17 P.I. 206+50 - 85' L
sta 8+53.33 P.I. 206+50 - 108' R
8.00
65'-0" R
80'-0"
40'-0"
40'-0"
Future Pvmt
13'-0" Vert. Clear
5.00%
100'-00" V.C.
+0.20%
sta 7+04.58
El. 398.85
sta 7+86.03
El. 399.01
100'-00" V.C.
+6.00
sta 6+50 - P.I.
Elev 398.74
Fin Cr. @ ℄
sta 8+50 - P.I.
Elev 399.12

LAWRENCE ACCESS ROAD

BRIDGE No. 7583

FOR DETAILS SEE DWG. 10382

SCALE: 1"=10'-0"

NOTE
THE SCALE OF THIS PRINT IS $\frac{1}{2}$ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE $\frac{3}{4}$"=1'-0"
SHOULD BE READ $\frac{3}{8}$"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

Approved

Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION

COMSTOCK OVERCROSSING

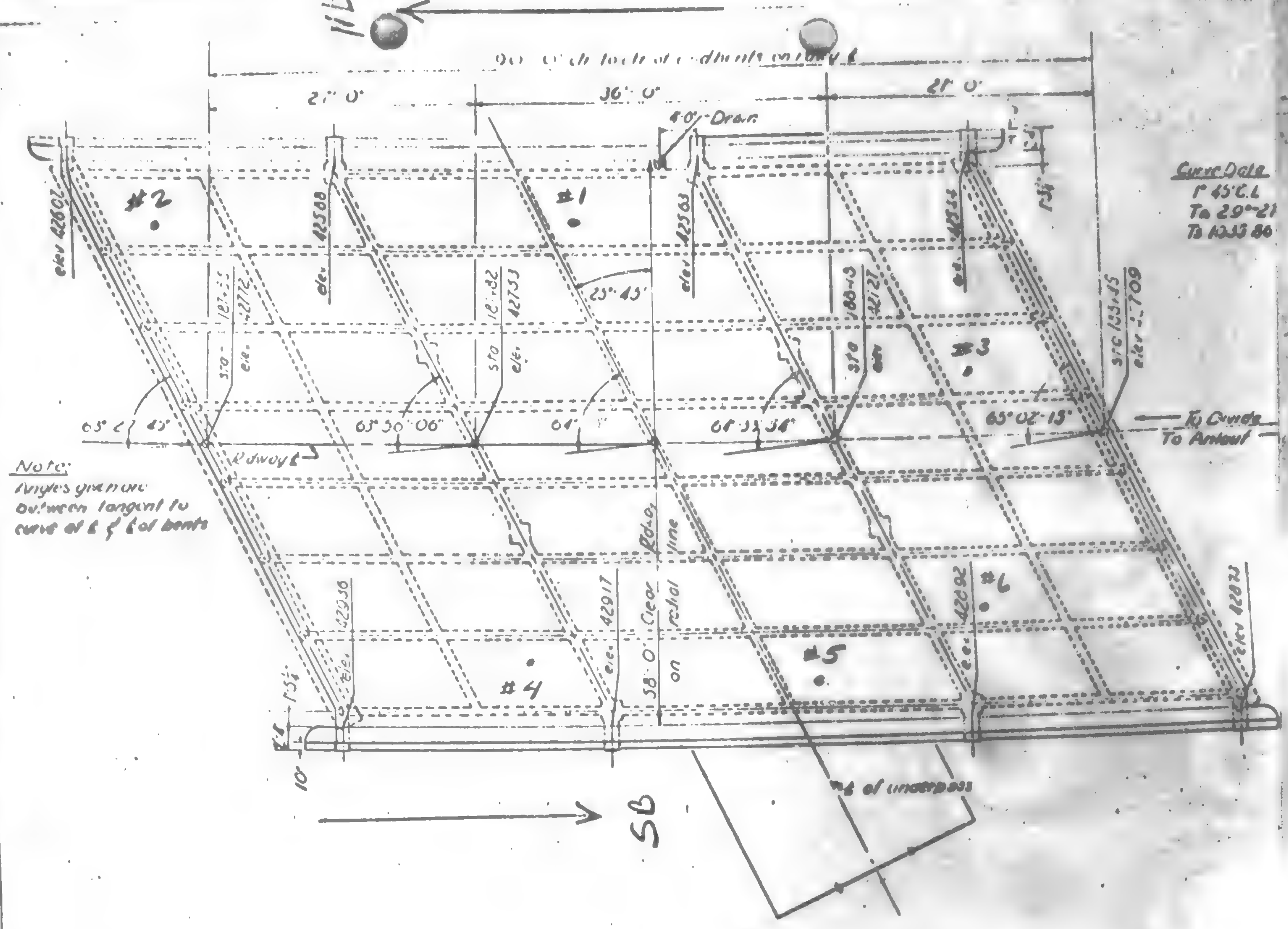
DIVIDE-RICE HILL SECTION

PACIFIC HIGHWAY DOUGLAS COUNTY

PLAN & ELEVATION

SCALE AS NOTED	DRAWN BY L.R.	SHEET 1 OF 4
JUNE 23, 1952	TRACED BY L.R.	BRIDGE NOS. 7583, 7584
CALC. BK. NO. 306	CHECKED BY	DRAWING NO. 10398

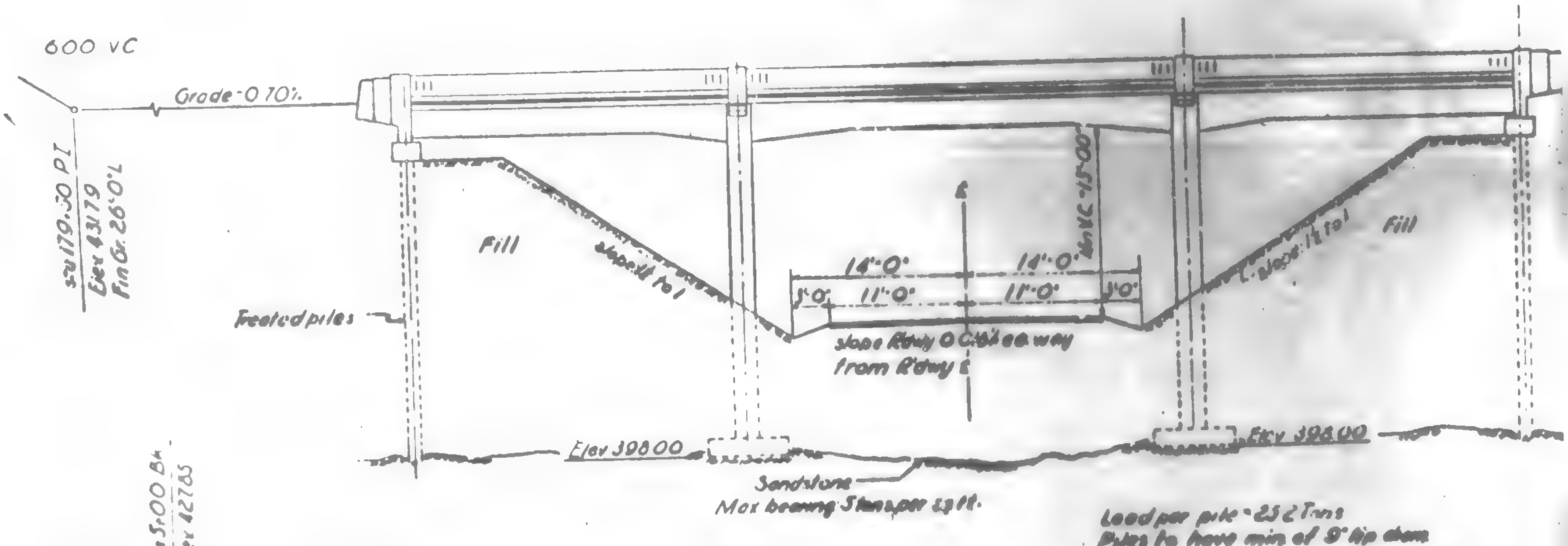
ACCOMP. BY DWGS. NO. 10399, 10400, S-83 10382



11L
90'-0" c/c back of end bents on Rdwy ℄
27'-0"
36'-0"
27'-0"
4'-0" Drain
#2
#1
#3
#4
#5
#6
elev 428.07
elev 425.88
elev 425.83
elev 425.14
sta 187+22 elev 427.72
sta 187+82 elev 427.53
sta 188+43 elev 427.21
sta 133+35 elev 427.09
25° 45'
63° 27' 45"
63° 50' 06"
64°
64° 33' 34"
65° 02' 15"
Rdwy ℄
To Crude
To Antout
Curve Data
Δ 45° C.L.
Ta 29°-27
Tb 1033.86
1'-3"
1'-5"
10'
elev 429.36
elev 429.17
elev 428.92
elev 428.72
38'-0" Clear Road on radial line
℄ of underpass
SB

Note:
Angles given are between tangent to curve at ℄ & ℄ of bents

PLAN
SCALE 1/8"=1'-0"

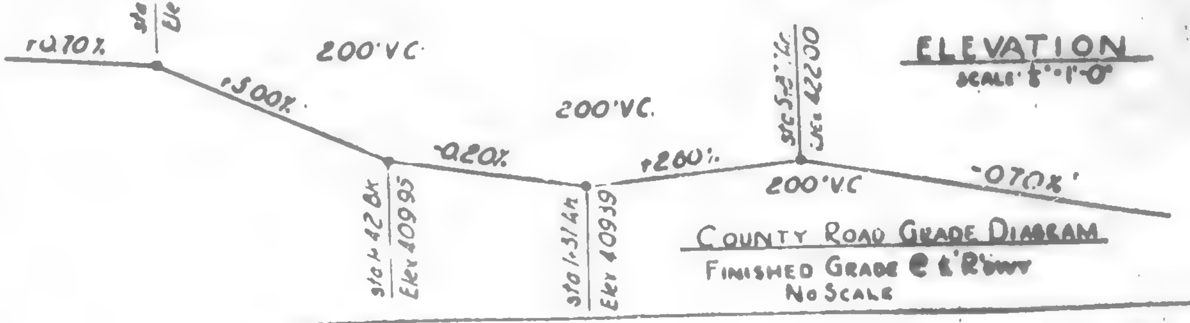


600 VC
Grade -0.70%
sta 179+30 PI
Elev 431.79
Fin Gr 26'-0" L
Fill
slope 1½ to 1
Treated piles
14'-0"
14'-0"
3'-0"
11'-0"
11'-0"
3'-0"
Min VC 15'-00
slope Rdwy 0.03' ea way from Rdwy ℄
Fill
slope 1½ to 1
Elev 398.00
Elev 398.00

Sandstone
Max bearing 5 tons per sq ft.

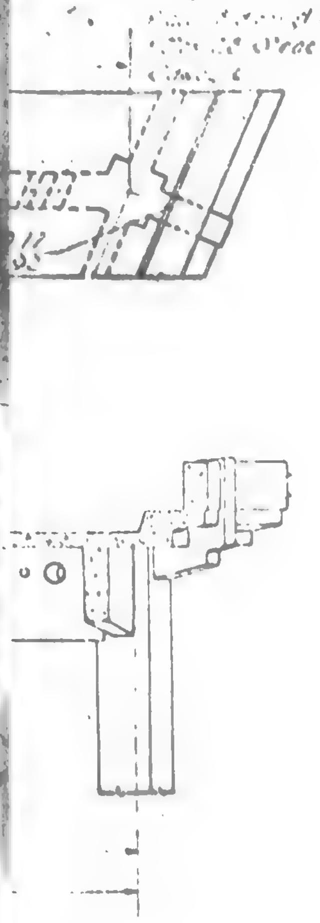
Load per pile = 25.2 Tons
Piles to have min of 9" tip diam

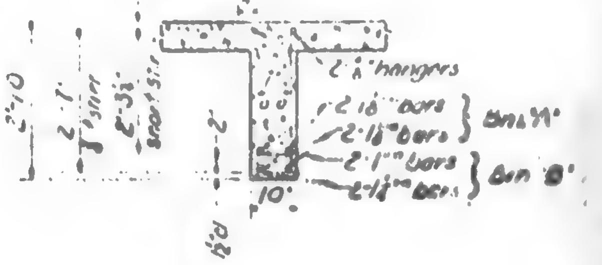
ELEVATION
SCALE 1/8"=1'-0"



+0.70%
sta 5+00 Bk
Elev 427.85
200' VC
+5.00%
200' VC
-0.20%
+2.60%
200' VC
-0.70%
sta 5+42 Bk
Elev 409.95
sta 1+31 Ah
Elev 409.39
sta 5+31 Ah
Elev 422.00

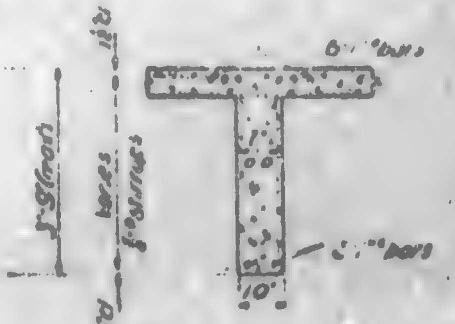
County Road Grade Diagram
Finished Grade @ ℄ R'dwy
No Scale



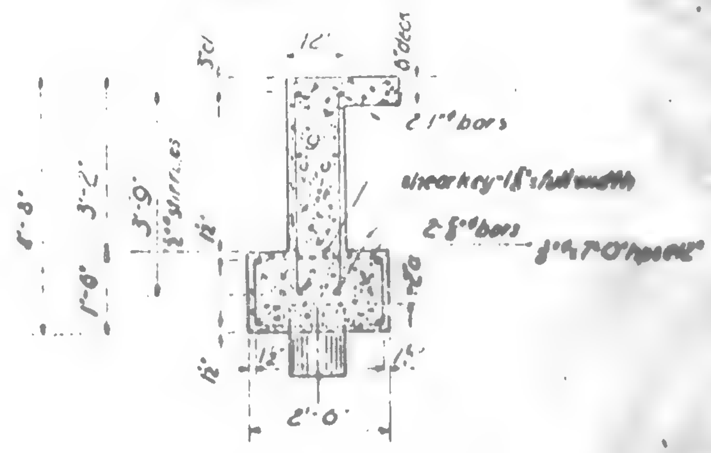


2'-10"
2'-1"
2'-3"
2"
10"
2-½" hangers
2-1⅛" bars
2-1⅛" bars
Bm "A"
2-1" bars
2-1⅛" bars
Bm "B"

BEAMS "A" & "B"

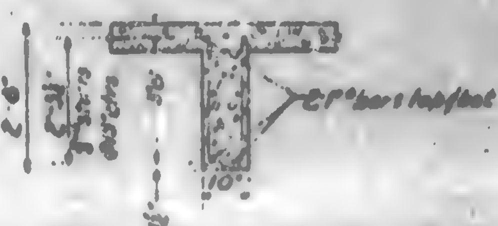


LONGIT. BM. AT SUPPORT



12"
6" deck
2-1" bars
shearkey 1½" full width
2-⅝" bars
4'-8"
3'-2"
3'-9"
1'-6"
2'-0"

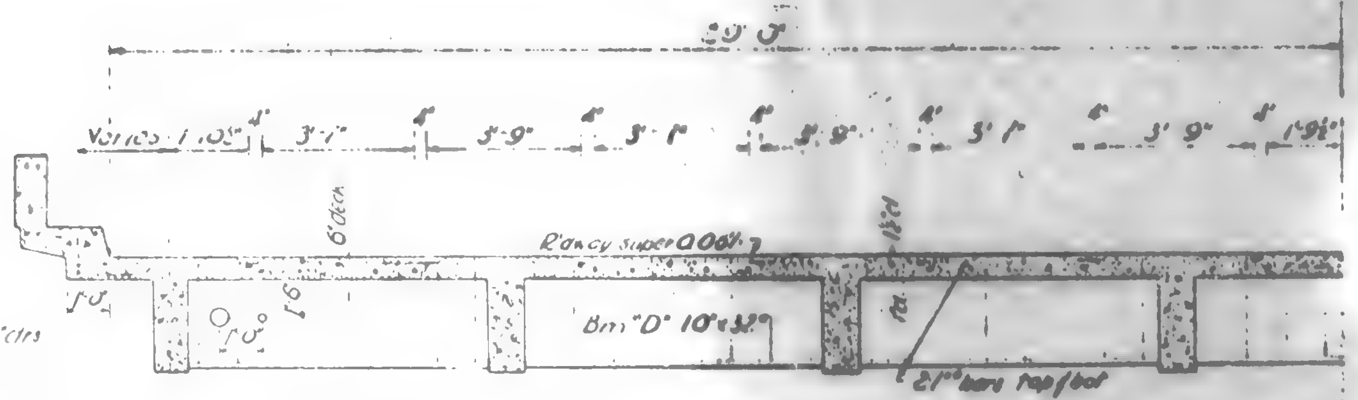
BEAM "C" & PILE CAP



2'-6"
2-1" bars top/bot
10"

DIAPHRAGM BM. "D"

SCALE: ½"=1'-0"



20'-0"
Varies 1'-0½"
3'-1"
3'-9"
3'-1"
3'-9"
3'-1"
3'-9"
1'-9½"
6" deck
R'dwy super 0.06'/'
1'-0"
Bm "D" 10"×3'2"
2-1" bars top/bot

[illegible]
[illegible] bars [illegible] @15" ctrs
[illegible] longt bars

Cap Steel
[illegible] @13" ctrs
[illegible] side of all posts
[illegible]
3 ⅞" longt bars

Deck Steel
[illegible] bars top & bot @11" ctrs
[illegible] bent bars @11" ctrs
⅞" longt bars as shown

Place transv. steel parallel to diaphragms & bents
Stop transv. steel abt 4" cl of diaphragms & bents

HALF DECK SECT.-NORMAL TO R'DW'Y ℄

SCALE ½"=1'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

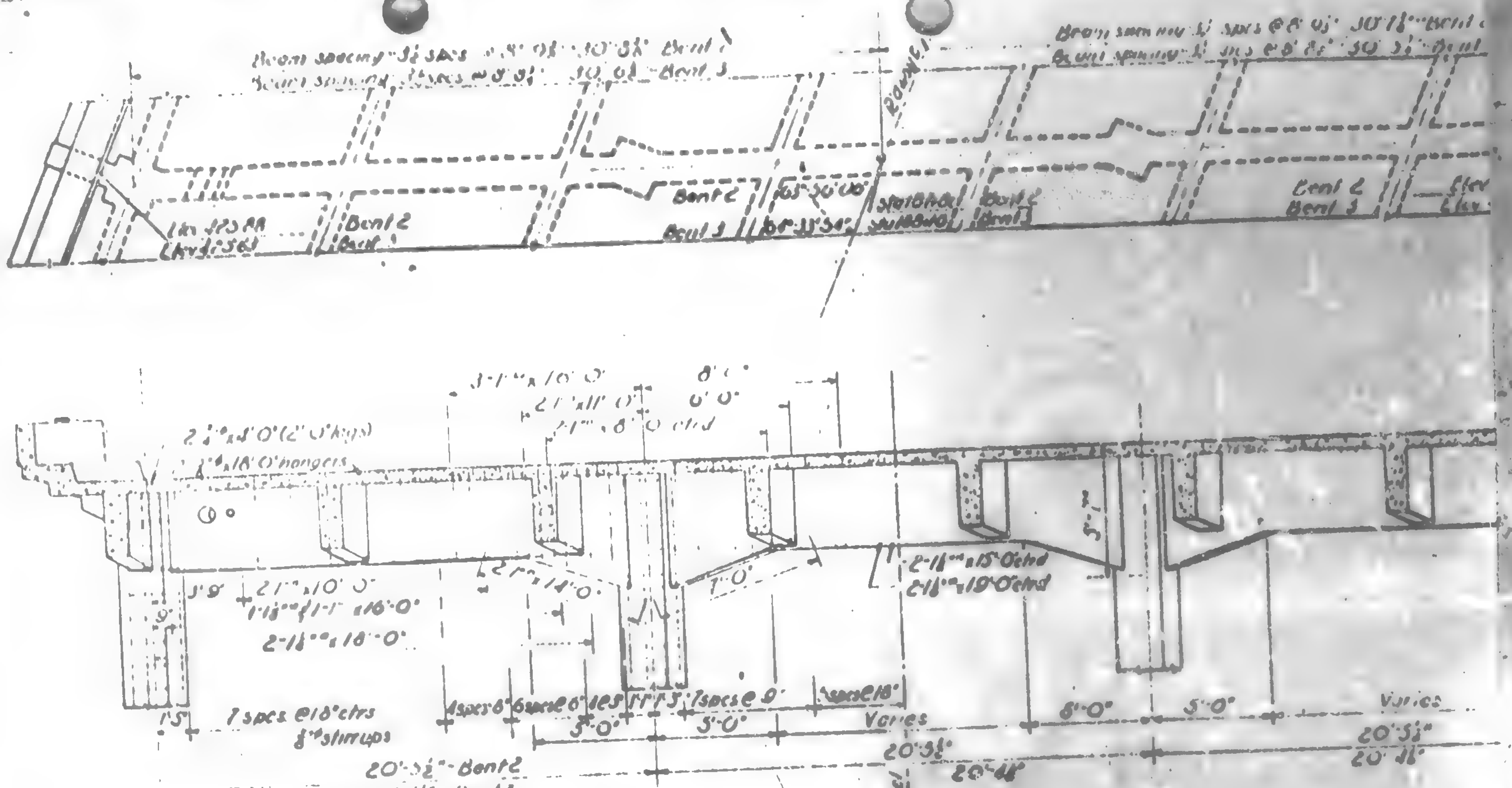
Approved
G.S. Paxson
Bridge Engineer

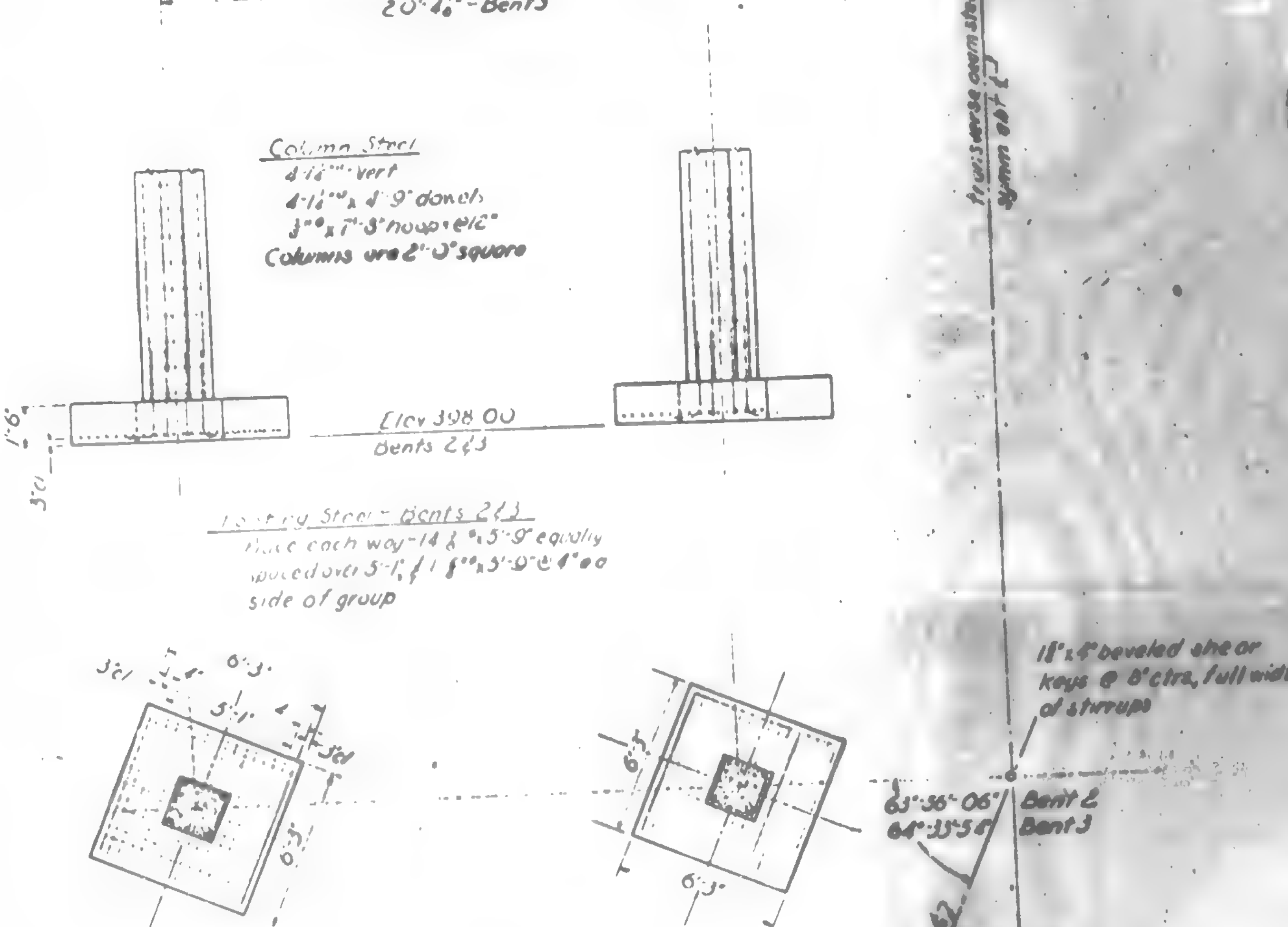
OREGON
STATE HIGHWAY COMMISSION
COMSTOCK OVERCROSSING
BENT & BEAM DETAILS

SCALE AS NOTED
JUNE 23, 1952
CALC. BK. NO. 306

DRAWN BY L.R.
TRACED BY L.R.
CHECKED BY

SHEET 3 OF 4
BRIDGE NO 7584
DRAWING NO 10401

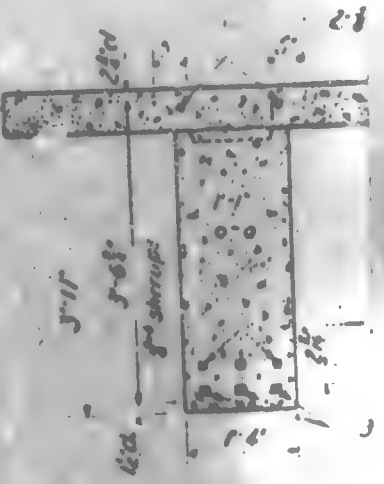

Beam spacing 3½ spcs @ 8'-9½" = 30'-8½" Bent 2
Beam spacing 3½ spcs @ 8'-9½" = 30'-0½" Bent 3
Bent 2
Bent 3
Bent 2
Bent 3
Elev 398.00
2-1½"ø x 15'-0" ctrd
2-1½"ø x 18'-0" ctrd
7 spcs @ 18" ctrs
⅝"ø stirrups
5'-0"
5'-0"
Varies
20'-3½" - Bent 2
20'-4⅛" - Bent 3
8'-0"
5'-0"
Varies
20'-3½"
20'-4⅛"


Column Steel
4-1⅛"ø vert
4-1⅛"ø x 4'-9" dowels
⅜"ø x 7'-3" hoops @ 12"
Columns are 2'-0" square
Elev 398.00
Bents 2 & 3
Footing Steel - Bents 2 & 3
Place each way - 14 ⅞"ø x 5'-9" equally spaced over 5'-1", & 1 ⅞"ø x 5'-9" @ 4" ea side of group
transverse beam steel symm about ℄
1½" x 4" beveled shear keys @ 8" ctrs, full width of stirrups
63°-56'-06" Bent 2
64°-35'-56" Bent 3
6'-3"
6'-3"
3'-0"

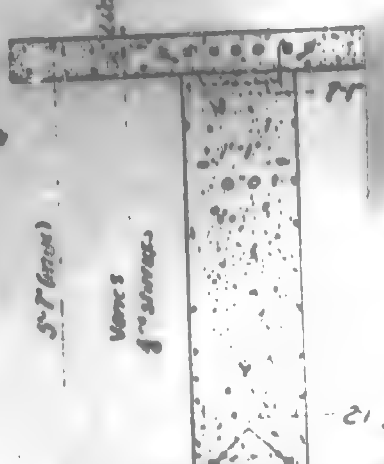
TRANS. BEAM 16"x 47"

TRANSVERSE BEAM & BENT DETAILS - BENTS 2 & 3

SCALE ¼" = 1'-0"

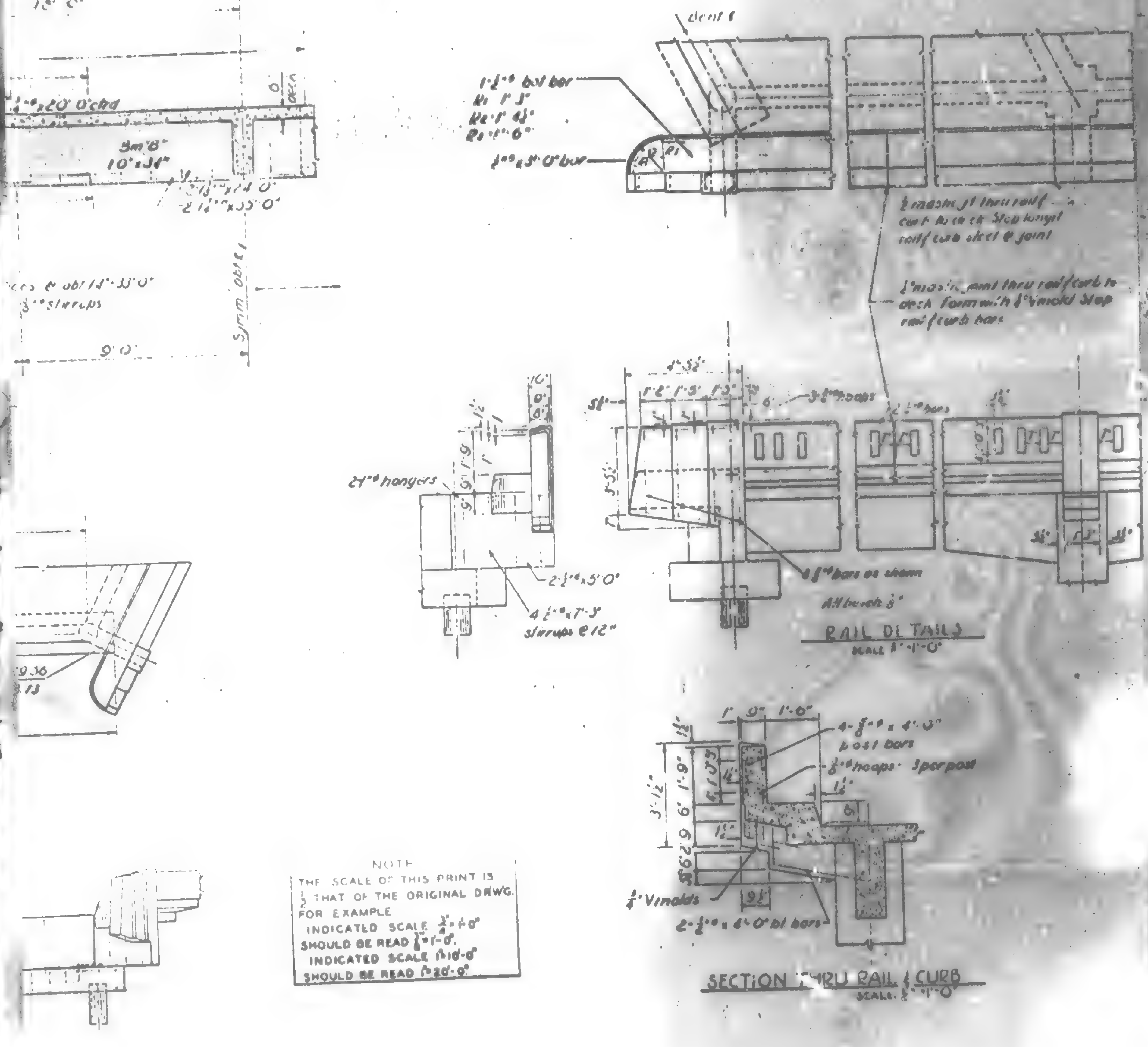

5'-11"
5'-8½"
⅝"ø stirrups
1'-4"

TRANS. BEAM


5'-7" (max)
Varies
⅝"ø stirrups
1'-4"

TRANS. BM. at HAL

SCALE ¼" = 1'-0


10'-0"
-20' O'ctrd
Bm'B'
10"x34"
2'-1½"x35'-0"
Symm about ℄
8"stirrups
9'-0"
Bent 1
1-⅞" bnt bar
R1 1'-3"
R2 1'-4½"
R3 1'-6"
⅞" x 5'-0" bar
½" mastic jt thru rail/curb Stop rail/curb steel @ joint
½" mastic joint thru rail/curb to deck. Form with ⅜" Vinolds Stop rail/curb bars
4'-5½"
1'-2" 1'-5" 1'-5"
5½"
3-⅝" hoops
2-⅞" bars
21" hangers
2-1½" x 5'-0"
4-½" x 7'-3" stirrups @ 12"
3'-5½"
8 ⅝" bars as shown
All bevels ¾"
RAIL DETAILS
SCALE ⅜"=1'-0"
1" 9" 1'-0"
4-⅝" x 4'-0" post bars
⅜" hoops 3 per post
3'-1½"
⅜" Vinolds
2-½" x 6'-0" bt. bars
9½"
SECTION THRU RAIL & CURB
SCALE ⅜"=1'-0"

NOTE

THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0".

Approved

Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION

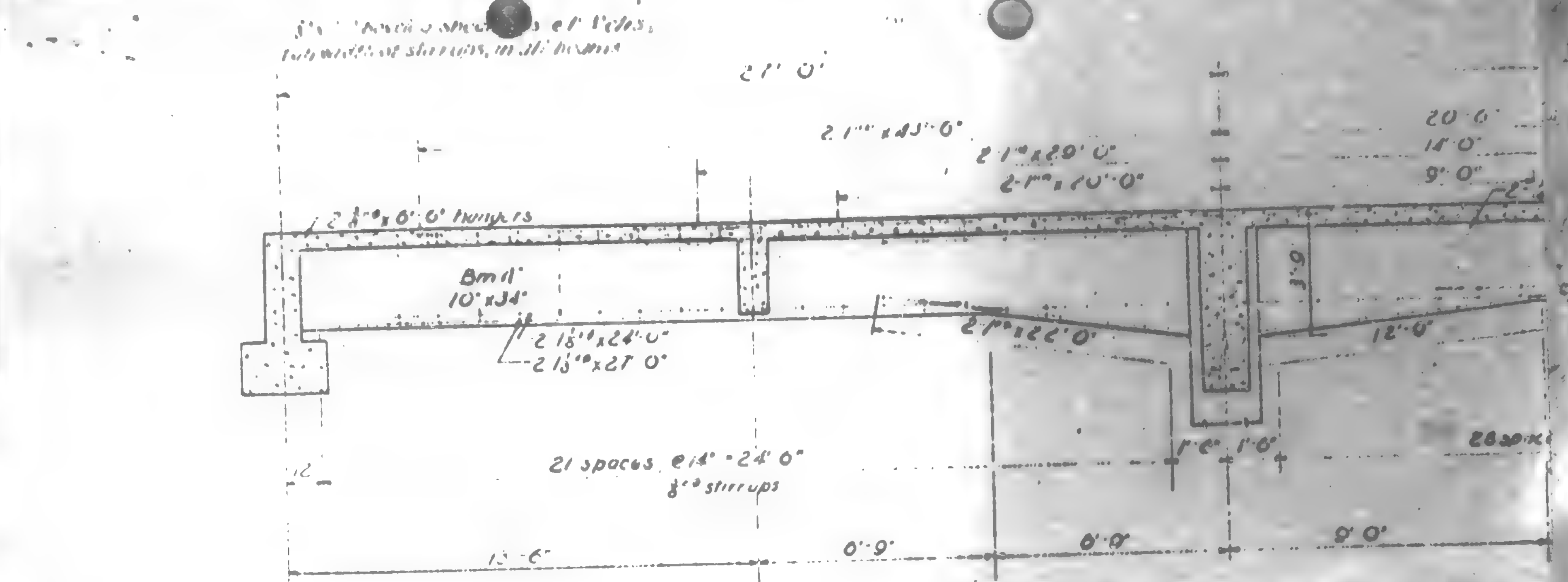
COMSTOCK OVERCROSSING

GENERAL DETAILS

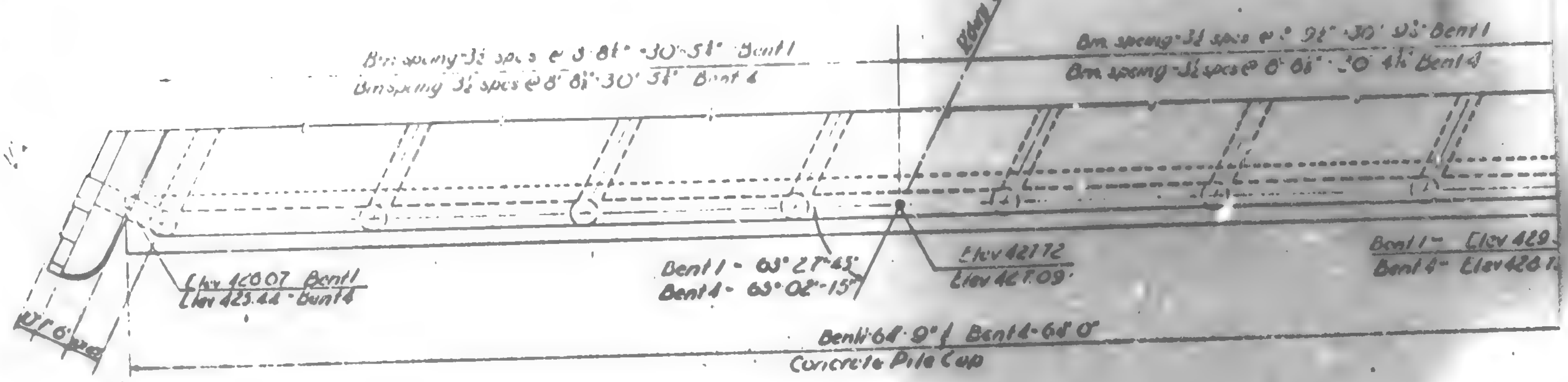
SCALE AS NOTED
JUNE 23, 1952
CALC. BK. NO. 306

DRAWN BY L.R.
TRACED BY L.R.
CHECKED BY

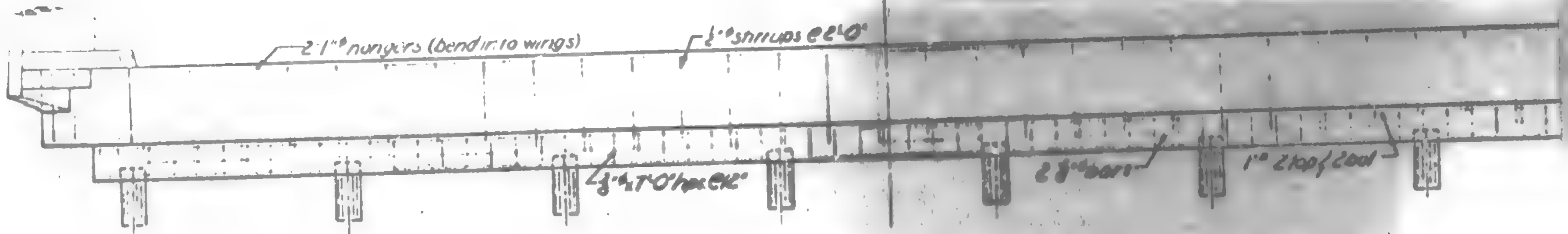
SHEET 2 OF 4
BRIDGE NO 7584
DRAWING NO. 103


21'-0"
2-1" x 45'-0"
2-1" x 29'-0"
2-1" x 20'-0"
20'-0"
15'-0"
9'-0"
2-5/8" x 6'-0" hangers
Bm 1
10" x 34"
2-1 3/8" x 24'-0"
2-1 3/8" x 27'-0"
2-1" x 22'-0"
3'-0"
12'-0"
1'-6"
1'-0"
21 spaces @ 14" = 24'-0"
3/8" stirrups
13'-6"
0'-9"
6'-0"
9'-0"

LONGITUDINAL BEAM DETAILS
SCALE 1/2"=1'-0"


Bm spacing 3 1/2 spcs @ 8'-8 1/2" = 30'-5 1/2" Bent 1
Bm spacing 3 1/2 spcs @ 8'-8 1/2" = 30'-5 1/2" Bent 4
Bm spacing 3 1/2 spcs @ 8'-8 1/2" = 30'-5 1/2" Bent 1
Bm spacing 3 1/2 spcs @ 8'-8 1/2" = 30'-4 1/2" Bent 4
Elev 420.07 Bent 1
Elev 423.44 Bent 4
Bent 1 - 63° 27' 45"
Bent 4 - 63° 02' 15"
Elev 421.72
Elev 427.09
Bent 1 - Elev 429
Bent 4 - Elev 426
Bent 1 68'-9" & Bent 4 68'-0"
Concrete Pile Cap

PLAN BENTS 1&4


2-1" hangers (bend in 10 wings)
1/2" stirrups @ 2'-0"
3/8" x 1'-0" hex @ 12"
2-5/8" bars
1" 2 top & 2 bot

ELEVATION-BENT 1&4
SCALE 1/2"=1'-0"

9037

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 17, 1973

SUBJECT: Comstock-Anlauf Section
I-5
Douglas County

To: Mr. J. B. Boyd
Right of Way Engineer

Attached is a letter and map showing a right of way problem on the above section. I have discussed this with Mr. Hunter and he agrees that we should purchase this property as a scenic strip.

Please be certain that in completing this transaction we aren't prohibited from using the additional right of way, which is necessary as delineated.

Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

Attachments

VDW:mc

cc E. S. Hunter

RECEIVED
SEP 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9037

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 30, 1973

Mr. A. R. Irvine
244 North G Street
Cottage Grove, OR 97424

Mr. Dale Johnson
Lorraine Route Box 606
Cottage Grove, OR 97424

Gentlemen:

We have completed our examination of the existing access to the Cone property and are currently unable to determine rights of access from the north through Weyerhauser or through your property.

Since conversion of the present highway to a freeway will remove all other access to the property, an alternate method of reasonable access must be determined. At this writing the most economical method is the proposal which we have presented in the past and which you have indicated as very undesirable because of the disruption which it would cause to your home and lands. Hopefully, testimony at the public hearing from you and your neighbors may indicate another solution to the problem which would better accommodate all our needs.

We have tentatively scheduled the hearing for November 26 and 27 of this year. If the date must be changed, your name and address are on file and we will advise when and where the hearing is to be held.

NOTED
E. S. HUNTER

If you would prefer to write a presentation for the hearing rather than speaking, it should be presented to the chairman of the hearing or his representative and it will receive the same consideration as if you had spoken. Either way, I hope we will hear from you at the hearing.

Very truly yours,

Victor D. Wolfe
Location Engineer

RECEIVED
SEP 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GCW:mc

bc E. S. Hunter
H. S. Cox

1979 Martin Cr.-Anlauf Intchg. 9037
Sec. of Pacific Hwy. (Grade,
pave, struc, sign & Illum.) #1

RR 919 3-14-78
RR 931 6-5-78

CIA-6355 6-26-78

9037

Form FHWA-121 (Rev. 5-73)

I-5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 14, 1973

In reply refer to: 10-35-HC2

SUBJECT: Oregon Project I-5-3(-)163
[redacted]
Approval of Frontage Road System

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Wolfe's July 10 letter we concur that the frontage road system described in the June 26 letter be incorporated into the subject project. While the construction of these frontage roads are not completely justified economically we feel it is in the public interest to provide them.

G. L. Green

except for

NOTED
E. S. HUNTER

cc Shirley Young

RECEIVED
AUG 17 1973
ENGINEER

RECEIVED
STATE HWY ENGR
AUG 16 '73
REFER TO
FOR

Info	Inves	RJD	DIR	Sign	Act	File

A

SECTION

9037

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August ~~20~~, 1973
23,

SUBJECT: Divide-Comstock Section
I-5

To: Mr. E. S. Hunter
Assistant State Highway Engineer

Re the attached, the Location Section is in a position to go to a corridor-design hearing within two weeks.

I have advised the Environmental Unit that the frontage road system has been approved so that they can complete their enfironmental statement. They gave no indication as to when this might be accomplished.

This is just to bring you up to date on the subject.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

Attachment

VDW:mc

8-23
schedule hearing
as soon as possible
EdH

cc Young
Wolfe
Cox

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 14, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-5-3(-)163
Divide-Comstock Section
Approval of Frontage Road System

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

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G. L. Green

RECEIVED
AUG 17
LOCATION
SECTION

[illegible]
Copy Vic Wolfe

[illegible]

RECEIVED
AUG 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Hector
Lets go to hearing

RECEIVED
STATE HWY ENGR
AUG 16 '73
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9037

I-5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 1, 1973

TO: G. L. Green, Federal Highway Administration
Attention Charles Mathias

GINAL SIGNED
CHATWOOD

FROM: K. A. Chatwood, Administrative Right of Way Agent

SUBJECT: Right of Way Liaison Report
Ward Butte Road
~~Divide-Comstock Section~~
Pacific Highway
Douglas County

Attached is a special Liaison Study made by Right of Way Agent Frank North at your request.

KAC:ha
Att.
CC Victor Wolfe /w/ att.
James H. Versteeg /w/ att. ✓

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
4

RECEIVED
AUG 2 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Divide-Comstock Section
Pacific Highway
Ward Butte Road
Douglas County
July 31, 1973

SUPPLEMENTARY INFORMATION

Recent investigation of the users of Ward Butte Road was made with the following results.

Four families live on this road are dependent on it for access as slated in previous reports. One additional family maintains a part time dwelling. One of the resident families, Mr. and Mrs. Jack Holbrook purchasers of the Potter property have completed a new dwelling to replace an existing dwelling which will add $10,000 to property values to be serviced.

Mr. J. B. Davis has sold a portion of his property to Mr. Albert Wolf who has started clearing operations preparitory to the construction of an additional dwelling. It is understood that he intends to move into this dwelling from his present home in Roseburg.

The State Highway Division now owns a 60' right of way from the existing Pacific Highway to the boundary of J. B. Davis land where a locked gate is located. This public right of way follows the existing road for part of its length is located a short distance south of the present road at its westerly end.

The locked gate marks the end of public road and beginning of private road which is used by various organizations and individuals by written and oral permission. Users of the private road include the following.

Douglas Forest Protective Association whose office is located at 1758 N. E. Airport Road, Roseburg have written access permission. This is a forest fire unit who operate a lookout known as Ward Butte Lookout. During the summer months this lookout is occupied by personnel who require supplies approximately two times a week with many additional visits from friends and relatives. In the event of fire in the area, heavy equipment will be moved up Ward Butte Road for quick access to critical locations. Mr. Vern Childers Assistant District Forester of the State Forestry Department at the above address stated that the Ward Butte Lookout was an important fire detection method.

Bonneville Power Administration District Manager, Ladd Sutton, whose office is located 834 Pearl St., Eugene stated that they also have written permission to use the private road. Their use consists of several trips a year for regular inspection of their transmission line plus a much greater use when repairs or maintenance is indicated. An emergency such as damage line would require massive use depending on the problem. Emergency use is not limited to summer months and could be in the worst winter weather making use of this rocked road essential.

Mr. Stewart Mackentosh, Manager of Pacific Power and Light Co., Cottage Grove District stated that Pacific Power use the road to serve the customers living in the area and in addition have two transmission lines which are patrolled every 30 days. This road is used for a portion of their patrol. Emergency access would also apply if damage occurred to the lines.

Eastern Lane Fire Patrol have permission to use the road. They depend on Douglas Protective Association to operate the lookout but would use the road to access equipment in the event of fire in their district which extends to the county line, very close to the road.

The Rattlesnake Quarry located on the subject road is owned in part by the State Highway Division and the Bureau of Land Management. This is a large high quality quarry considered the best in the feasible hauling area and is of great potential value to both State Highway and B.L.M. who require rock for forest roads. No substitute for this quarry is known to exist.

Other users of this road by verbal permission include Willamette Valley Lumber Co., Robert Straub, an owner of land accessed by the road, E.C. Hall, a contractor, and Roseburg Sand and Gravel Co.

F. M. North
F. M. North
Liaison Agent

FN:csk

GE[illegible]AL FILES

1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 14, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-5-3(-)163
Divide-Comstock Section
Approval of Frontage Road System

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Wolfe's July 10 letter we concur that the frontage road system described in the June 26 letter be incorporated into the subject project. While the construction of these frontage roads are not completely justified economically we feel it is in the public interest to provide them.

G. L. Green

NOTED
E. S. HUNTER
cc Versteeg
Shirley
Young
8-22-73

8-17-73
Copy Via Wolfe

Original Signed By
[illegible]

RECEIVED
AUG 17 1973
OFFICE OF
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FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 27, 1973

SUBJECT: Phase I and II Relocation Report
Divide-Comstock Section
I-5 Highway
Douglas County

To: Victor D. Wolfe
Location Engineer

Attached are copies of the Phase I and II Relocation Report on the subject Section.

K. A. Chatwood
Administrative Right of Way Agent

KAC/jp

cc -
G. L. Green /w/ att.
F. B. Klaboe
A. E. Johnson
Cecil Head
L. H. Young /w/ att.
H. S. Cox
Don Byard /w/ att.

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Info	Route	R/D	D/R	Sign	Act	File

SP*52478-734

Divide-Comstock Section
I-5 Highway
Douglas County
July 9, 1973

REVISED

PHASE I AND II RELOCATION REPORT

Construction of the Divide-Comstock Section according to the location survey completed in January 1972 will have the following effect on families in the area. Highway comstruction will displace no one. Access control required for freeway standards will close present access roads and landlock families unless proposed frontage roads are constructed as listed below:

Frontage Road FR [illegible]
Two families are to be served by this road or would be displaced if it were not constructed.

Willis Childers, a tenant family, which consists of husband, wife and four children. Mr. Childers works in Cottage Grove and could be expected to purchase or rent in this city if displaced.

D. C. Johnson, an owner whose family consists of husband and wife. They would purchase in the Cottage Grove area.

Frontage Road F^2 and F^2R
Four families are to be served by this road or would be displaced if it were not constructed. One additional family could be served by an extension of this road. Present plans are to acquire this property for a scenic strip with subsequent displacement of this family.

James Webb, an owner whose family consists of husband and wife. They do a very small amount of subsistance farming and operate a type of commune consisting of a fluctuating population of dwellers who appear and disappear from day to day. Information from neighbors indicate sometimes there is a population of a dozen or more individuals.

A couple whose name is not known, with 2 children, occupied a second house on the Webb property. It is doubtful that this couple or subsequent occupants will remain in occupation [illegible] the Webb family and his associates [illegible] due to lack of cooperation of the [illegible]

Jack Holbrook, an owner whose family consists of husband, wife and five children. This owner would purchase property in the Cottage Grove area in the event of displacement.

Frank Trader, an owner whose family consists of husband, wife and four children. This family would attempt to buy a rural dwelling in the area.

James Baxter Davis is an owner whose main dwelling burned down last year. He has a small cabin which he occupies occasionally. His regular residence is in Roseburg. No relocation is required.

Divide-Comstock Section
I-5 Highway
Douglas County

Phase I and II Relocation Report (cont'd.)

Thoane Addison, Jr. and his wife are occupants of a dwelling owned by Mr. Addison, Sr. located on a 52 acre site presently planned to be purchased as a roadside beautification parcel. This dwelling could be served by an extension of the F^2 at a cost in excess of the value of the property.

Frontage Road FBR and FB
One family and one farm would be served by this road or would be landlocked if it were not constructed.

Dale Black and his wife are the owners of the dwelling to be served by this frontage road and would be landlocked if it were not constructed. They would attempt to purchase a similar secluded homesite in the area.

Lloyd Griggs operates a cattle raising business which would be landlocked unless served by this frontage road. No one lives on the premises but cattle are fed daily.

A summary of the above is as follows:

Displaced if frontage roads were not constructed.

8 families - 31 individuals
1 farm
No businesses
No non-profit organizations

Displaced if frontage roads constructed:

* 1 family - 2 individuals
No farms
No businesses
No non-profit organizations

[illegible] were purchased for a scenic strip.
[illegible] ovide access.

No minority group members were occupants at time of contacts. A changing situation at the James Webb property could possibly result in minority group members in occupation at a later date.

The subject properties are located 7 miles south of Cottage Grove in a rustic, rural secluded homesites area. A small community of Curtin, complete with 2 restaurants, 3 service stations, a post office, and small grocery is located approximately 3 miles further south. Small improved homesites are located at intervals throughout the area.

No Federal, State or community housing projects are known to exist or are planned for the area. A possibility of a housing program in Cottage Grove 7 miles north of the subject could possibly affect some of these displacees.

Phase I and II Relocation Report (cont'd.)

No concurrent displacement by other public agencies or private concerns are known to be planned, except the proposed Anlauf Interchange Section which if constructed would displace an additional two families as reported under that section.

Investigation of available housing in the area resulted in the following:

Homestead Realty located near the northerly end of the project listed 14 rural improved homesites in the Divide-Curtin-Drain area, also several larger farms with residential improvements. No vacant rentals were listed although vacancies were occasionally available.

Strout Realty at the south outskirts of Cottage Grove also listed several additional rural dwellings.

Cottage Grove Multiple Listing Service has for sale 34 dwellings in and near Cottage Grove available and possibly suitable for the above relocatees.

Independent real estate dealers in the Cottage Grove area advertised 4 suitable dwellings in the July 5 issue of the Cottage Grove Sentinal, a weekly newspaper.

Three owners advertise properties for sale in the same issue.

Fourteen "For Rent" advertisements by owners were listed in the Cottage Grove newspaper.

As a result of the above described investigation it appears that in the event that all the described properties are landlocked and relocation is required, several of the families would find alternate rural housing in the area. The others would find suitable housing in Cottage Grove, which appears to have sufficient vacancies both for sale and for rent.

A total of 48 dwellings in all categories were found available in a 10 mile radius of the project. Eight rentals were available in the same area.

[illegible] public opinion, approval of the project by affected owners and avoiding [illegible] from protest groups, construction of the proposed frontage roads which will provide access to these families is recommended.

No appreciable impact on the environment will result from this project. Pass Creek will be re-channeled in several places without any known adverse effects. The possible affect of landlocking large areas of land if frontage roads are not built is not clear to the writer.

Lead time required with frontage roads is estimated as follows:

Appraisal - 2 months
Acquisition - 3 months
Condemnation - 2 months
TOTAL: - 7 months

Divide-Comstock Section
I-5 Highway
Douglas County

Phase I and II Relocation Report (cont'd.)

Lead time required without frontage roads is estimated at:

Appraisal - 3 months
Relocation - 3 months
Acquisition - 3 months
Condemnation - 3 months

TOTAL: - 12 months

The total estimated Right of Way cost with all proposed frontage roads constructed is $98,440 plus $21,300 for one property as a scenic strip. This estimate does not include construction cost of frontage road.

The estimated right of way cost without frontage roads, all properties except cemetary to be landlocked is $925,163.

F. M. North
F. M. North
Liaison Agent

FMN:csk

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1973

SUBJECT: Divide-Anlauf Section
Pacific Highway
Lane and Douglas Counties

To: MEMO TO FILES

Mr. Glenn Hossner called this date re review of frontage road justification on the subject section. I indicated to him that all frontage road estimates were based on paving. However, several parts would appear not to need paving; rock surfacing being all that could be justified. This was also the observation of the Federal Highway Administration Right of Way people reviewing the proposal.

They were interested in scenic easements for the intermittent areas not already controlled by the State Highway Division. The easterly side could be controlled by an exchange of lands with Willamette Valley Lumber. The westerly side is railroad and private property which would have to be controlled by easement.

The Federal Highway Administration indicated they were investigating availability of funds for scenic easements.

George C. Wills

George C. Wills
Location Field Engineer

GCW:jp
cc: R.D. Hector

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 10, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem OR 97308

NOTED
E S HUNTER

Dear Mr. Green:

Re: Divide-Comstock Section
Pacific Highway, I-5
Lane and Douglas Counties

Subsequent to our request of June 26 for concurrence of the frontage road system, we have received an updated right of way estimate for the access rights on the subject section.

We are therefore submitting a revised frontage road justification summary to supercede our previous summary. From the summation the cost to purchase access rights, $794,000, is still less than the cost to provide land service, $911,000. However, as stated in our previous report, we feel that our recommended frontage road system best serves the public interest and that the public interest should take precedence over short-range economic considerations.

As stated in our previous report, an extensive service road system to serve the railroad access at Stations 46+00 right, 70+75 right and 91+50 right (labeled K, L and M on Map 3) would cost $1,300,000. We therefore recommend these access points be restored by use of locked gates at the access control fence. The remainder of the railroad will be served from the proposed frontage roads.

We again request your concurrence that our recommended frontage road system be incorporated into the project.

Very truly yours,

Victor D. Wolfe
Location Engineer

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ASSISTANT STATE HIGHWAY ENGINEER

Attachment
DB:mc
bc E. S. Hunter

DIVIDE-COMSTOCK SECTION
PACIFIC HIGHWAY I-5
LANE AND DOUGLAS COUNTIES

Frontage Road Justification

Summation of northerly frontage road system to be used in conjunction with Map 3.

A-B-C - Extend frontage road to serve Irvine and Johnson only:

			Accum. Totals
Total property value	$ 89,700		$ 89,700
Cost to purchase access*	73,600		73,600
Construction costs	137,650		137,650
Additional R/W & damages	3,000		3,000
Deficit	67,050	Deficit	67,050

C-D - Extend frontage road to serve Cone:

			Accum. Totals
Total property value	$ 346,600		$ 436,300
Cost to purchase access*	173,300		[illegible]
Construction costs	36,000		[illegible]
Additional R/W & damages	25,000		28,000
Savings	112,300	Savings	45,250

B-E - Extend frontage road to connect Ward Butte Road:

			Accum. Totals
Total property value	$ 127,400		$ 563,700
Cost to purchase access*	123,600		[illegible]
Construction costs	262,350		[illegible]
Additional R/W & damages	- -		[illegible]
Deficit	138,750	Deficit	93,500

E-F - Extend frontage road to serve easterly half of Willamette Valley Lumber Company:

			Accum. Totals
Total property value	224,200		$ 787,900
Cost to purchase access*	112,100		[illegible]
Construction costs	43,000		[illegible]
Additional R/W & damages	14,000		42,000
Savings	55,100	Deficit	38,400

*Total value less value without access plus relocation costs

Summation of southerly frontage road system.

U-V - Construct connection to serve Lawrence property easterly of highway and Comstock Cemetery:

Total property Value	$ 83,000**
Cost to purchase access*	70,000**
Construction costs	73,000**
Additional R/W & damages	1,520**
Deficit	4,520**

The Lawrence property was not included in updated cost estimate. No property value or cost to purchase access has been determined for the Comstock Cemetery; therefore, it is assumed that access to this point is justified both socially and economically. This portion of the access road will serve the Lawrence property on the easterly side of the highway. The economics of the Lawrence property is shown but not entered into accumulative totals or the final justification.

V-W - Extend frontage road to serve westerly half of Willamette Valley Lumber Company:

			Accum. Totals
Total property value	$ 224,200		$ [illegible]
Cost to purchase access*	112,100		[illegible]
Construction costs	125,370		[illegible]
Additional R/W & damages	14,000		[illegible]
Deficit	27,270	Deficit	27,270

X-Y - Extend frontage road to Griggs:

Total property value	$ 168,700		$ [illegible]
Cost to purchase access*	92,450		[illegible]
Construction costs	75,150		[illegible]
Additional R/W & damages	4,000		[illegible]
Savings	13,300	Deficit	[illegible]

[illegible] frontage road [illegible] view Fibre Company, Black, and [illegible]

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*Total property value less value without access plus relocation costs
**Lawrence property only

			[illegible]
Total property value	$ 188,400		$ [illegible]
Cost to purchase access*	106,850		[illegible]
Construction costs	156,960		[illegible]
Additional R/W and damages	13,960		[illegible]
Deficit	64,070	Deficit	[illegible]

The estimated cost of a service road to restore access to the railroad at K, L and M would be $1,300,000. This includes [illegible] for construction and $550,000 for maintenance. The other existing railroad access points would be restored by the frontage roads.

Summation of total road system.

Total property value	$ 1,369,200
Cost to purchase access*	794,000
Construction cost (does not include cost to access cemetery)	836,400
Additional R/W and damages	73,960
Additional cost to provide land service (deficit)	116,440

DB:mc
7-10-73

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*Total value less value without access plus relocation costs

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Divide-Comstock Section
I-5 Highway
Douglas County
June 27, 1973

Access Control Revision

Due to the recent increase in forest land and timber values updating and revision of right of way access control costs has been made. The following described access points are listed with previous and present estimates by John Woods, Staff Forester. As many of these access points were borderline cases when justification cost were computed than latest figures may influence planning.

Owner	Station	11/70 est.	6/[illegible]
Griggs	151+00 N	$81,200	$127,700
Longview Fibre	112+20 N	$39,900	$ 67,000
Longview Fibre	91+00 N	$60,200	$101,100
Cone Lbr. (W. H. Near)	69+90 N	$68,200	$116,600
Cone Lbr. (W. H. Near)	45+25 N	$136,300	$230,000
Johnson, Irvine	22+00 N	$25,000	$45,700
Davis et al	22+00 S	$30,000	$51,000
Willamette Valley	56+75 S	$129,000	$2[illegible]200
Willamette Valley	92+75 S	$64,500	$11[illegible],900
Willamette Valley	113+75 S	$68,800	$120,400
Lawrence	183+00 S	$37,500	$67,400

Previous access control justification computation was based on construction and additional right of way cost as opposed to land locking cost.

Landlocking cost was computed as 50% of actual value of forest land and/or 100% of actual value of improvements if any.

No updated construction cost for frontage road construction are presently available to the writer. Additional landlocking cost estimates based on [illegible] new land values indicate a substantial change in favor of frontage road construction.

F. M. North
F. M. North
Liaison Agent

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cc: [illegible]
Al Shirley
Victor Wolffe ATTN: P. L. Carstensen
Harley Mayfield

FMN:csk

ATTACHMENTS

CC: J.H. Versteeg

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ROSEBURG R/W

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1973

SUBJECT: TIMBER AND FOREST LAND VALUES

To: Mr. Frank M. North
Liaison Agent
P.O. Box 1128
Roseburg, Oregon 97470

The following is a summary of my revised estimates of timber and forest land values on properties which have access to the Comstock Divide Section of the Pacific Highway. In making these revisions, I have considered recent logging, timber growth, and increased log and land values.

1. Access Point--Station 151+00 (North)
   Landowner--Lloyd H. Griggs
   Approximate Acreage--510 acres
   Timber and Forest Land Value--$127,700

2. Access Point--Station 112+20 (North)
   Landowner--Longview Fibre Company
   Approximate acreage--285 acres
   Timber and Forest Land Value--$67,000

3. Access Point--Station 91+00 (North)
   Landowner--Longview Fibre Company
   Approximate Acreage--430 acres
   Timber and Forest Land Value--$101,100

4. Access Point--Station 69+90 (North)
   [illegible]ner-- W. H. Near Company
   [illegible]
   [illegible] 116,600

5. Access Point--Station 45+25 (North)
   Landowner--W. H. Near Company
   Approximate Acreage--640 acres
   Timber and Forest Land Value--$230,000

6. Access Point--Station 22+00 (North)
   Landowners--Johnsen and Irving
   Approximate acreage--125 acres
   Timber and Forest Land Value--$45,700

7. Access Point--Station 22+00 (South)
Landowners--Davis, et al
Approximate Acreage--300 acres
Timber and Forest Land Value--$51,000

8. Access Point--Station 56+75 (South)
Landowner--Willamette Valley Lumber Company
Approximate Acreage--558 acres
Timber and Forest Land Value--$215,100

9. Access Point--Station 92+75 (South)
Landowner--Willamette Valley Lumber Company
Approximate Acreage--300 acres
Timber and Forest Land Value--$112,900

10. Access Point--Station 113+75 (South)
Landowners--Willamette Valley Lumber Company
Approximate Acreage--320 acres
Timber and Forest Land Value--$120,400

11. Access Point--Station 183+00 (South)
Landowner--Lawrence
Approximate Acreage--160 acres
Timber and Forest Land Value--$67,400

12. Access Point--Station 56+75 (South)
Landowner--Addison
Approximate Acreage--42 acres
Timber and Forest Land Value--$10,100

As you will note, I have not included in this summary, the O & C, Lawrence, and Wilson Lands north of the highway; or the Straub lands south of the highway. These lands have present access which will not be affected by the new construction.

John B. Woods Jr.
JOHN B. WOODS, JR.
Staff Forester

JBW:nd
cc: J. B. BOYD

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 26, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Divide-Comstock Section
Pacific Highway, I-5
Lane and Douglas Counties

The Divide-Comstock Section was constructed as a four-lane highway to primary highway standards which allowed access directly to the highway at specified locations. This section is currently a link in the I-5 Freeway System which must be converted to freeway standards. Since no feasible alternate route is available, reconstruction of the existing facility must be undertaken.

Reconstruction of this section to freeway standards will eliminate present methods of access to adjacent lands. The existing accesses consist of eleven at-grade road approaches and the Comstock Interchange. They serve ten families, 4400 acres of property, the Oregon State Forestry Department's Ward Butte Lookout, the Southern Pacific Transportation Company's railroad tracks, a Bonneville Power Administration transmission line, a State-owned rock quarry, the Comstock Cemetery, fire protection services, recreational areas, and a school bus route. The general location of the section is shown on Map 1.

[illegible] following alternatives: [illegible] severed, purchase the [illegible] cting frontage roads.

Acquisition of large parcels of private land merely because access to it has been eliminated may not be in the public interest. This procedure displaces individuals and restricts future utilization of land resources. Purchase of access rights also may not be in

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the public interest, as it displaces individuals or causes the landowner to resort to litigation to obtain the right of access via other routes. The Comstock Cemetery is included in the property to which access rights would be severed. As it is extremely difficult to gain acceptance for adverse impact on a cemetery, it appears mandatory that access to the cemetery be restored.

Value of all affected lands is estimated at $893,000 (does not include cemetery). Damage by elimination of access is estimated at $512,000. Cost to restore access to the lands via a frontage road system is estimated at $905,000. Comparing damages to cost-to-serve, we have a deficit of $393,000 which must be offset by the indeterminate costs of restriction to utilization of resources and facilities in the general area.

We have studied the following three alternate methods of restoring the connections at Station 15+50 right, 21+00 left and 46+00 right, which are shown on Map 2.

Plan 1: Extending the frontage road on the right side of the highway with a structure and spur connection to Ward Butte Road.

Plan 2: Extending the existing frontage roads along each side of the highway.

Plan 3: Constructing an interchange and frontage road system at Ward Butte Road (Station 21+00).

We recommend Plan 1, to extend the frontage road along the right side of the highway, with a spur connection to Ward Butte Road, be favorably considered. The estimated cost of this alternate is $479,000. (See Map 3.)

Plan 2, to extend the existing frontage roads along each side of the highway, is not recommended due to geological problems encountered in the slide area on the left side of the highway be- [illegible] now stabilized, but [illegible] slide area might acti- [illegible] ms. The estimated [illegible]

Plan 3 is not recommended because the confining nature of the terrain makes an interchange impractical at this location. The narrow canyon contains both the railroad tracks and the highway, as well

Mr. Green
Page 3
June 26, 1973

as Pass Creek. The limited space available would restrict the interchange design and make the costs excessive ($1,600,000).

The proposed frontage road for the Comstock end of the section is shown on Map 3.

The connection at Station 56+50 left will not be restored. All this parcel will be acquired by the State to provide a buffer or scenic strip along the highway and establish continuity between other state-owned lands that are currently being used for the same purpose.

The connections at Stations 46+00 right and 70+75 right serve as access to Cone Lumber Company holdings, and the connections at Station 91+50 right and 107+50 right serve the Longview Fibre Company. These four connections also serve as access to the railroad. Cone Lumber Company and Longview Fibre Company will be provided access to their holdings by the frontage roads. As it would cost about $1,300,000 to provide the Railroad with an extensive service road system, we recommend their access at Stations 46+00 right, 70+75 right and 91+50 right be restored through the use of locked gates at the access control fence.

The Comstock Interchange presently serves as access to the cemetery and one parcel of private land. As stated previously, it appears mandatory that the cemetery access be restored. We therefore propose a connecting road from the present Comstock Interchange structure westerly across the railroad tracks to the County road. Also, as the impact on the cemetery cannot be measured, we did not include this connection in our frontage road justification.

The connection at Station 154+00 left will be served by extending the cemetery access road with a frontage road on the left side of the highway to a connection with the present access road. The properties served by connections at Stations 107+50 right and 156+00 right will be served by a frontage road along the right side of the highway with a connection to the County road westerly of the railroad tracks. The estimated cost of these frontage roads is

[illegible] mmended frontage road system serves the public interest. Purchase of access rights would be less costly, $512,000 as compared to $905,000, for providing land service. However, as stated previously, this does not include impact on the Comstock Cemetery or other social-environmental features.

It is our recommendation that the public interest should take precendence over short-range economic considerations and that a frontage road system be incorporated into the project.

Very truly yours,

Victor D. Wolfe
Location Engineer

DB/GCW/VDW:mc

bc E. S. Hunter

DIVIDE-COMSTOCK SECTION
PACIFIC HIGHWAY I-5
LANE AND DOUGLAS COUNTIES

Frontage Road Justification

Summation of northerly frontage road system to be used in conjunction with Map 3.

A-B-C - Extend frontage road to serve Irvine and Johnson only:

			Accum. Totals
Total property value	$ 76,000		$ 76,000
Value without access	57,900		57,900
Construction costs	137,650		137,650
Damages	0		0
Deficit	79,750	Deficit	79,750

C-D - Extend frontage road to serve Cone:

			Accum. Totals
Total property value	**$ 204,500**		$ 280,500
Value without access	**102,250**		160,150
Construction costs	**36,000**		173,650
Damages	22,200		22,200
Savings	44,050	Deficit	35,700

B-E - Extend frontage road to connect to Ward Butte Road:

			Accum. Totals
Total property value	$ 113,435		$ 393,935
Value without access	92,615		252,765
Construction costs	262,350		436,000
Damages	0		22,200
Deficit	**169,735**	**Deficit**	205,435

E-F - Extend frontage road to serve easterly half of Willamette Valley Lumber Company:

			Accum. Totals
[illegible]	[illegible]		$ 521,935
[illegible]	[illegible]		[illegible]
[illegible]	[illegible]		[illegible]
[illegible]	[illegible]		36,[illegible]
[illegible]	[illegible],000	**Deficit**	198,435

Summation of southerly frontage road system.

U-V - Construct connection to serve Lawrence property easterly of highway and the Comstock Cemetery:

Total property value	$ 83,000*
Value without access	70,000*
Construction costs	73,000*
Damages	1,520*
Deficit	4,520*

*Lawrence property only.
No property value or value without access is determined for the Comstock Cemetery; therefore, it is assumed that access to this point is justified both socially and economically. This portion of the access road will also serve the Lawrence property on the easterly side of the highway. The economics of the Lawrence property is shown but not entered into accumulative totals or the final justification.

V-W - Extend frontage road to serve westerly half of Willamette Valley Lumber Company:

			Accum. Totals
Total property value	$ 128,000		$ 128,[illegible]
Value without access	64,000		64,[illegible]
Construction costs	125,370		125,[illegible]
Damages	14,000		14,[illegible]
Deficit	75,370	Deficit	75,370

X-Y - Extend frontage road to serve Griggs:

Total property value	$ 122,200		$ 250,[illegible]
Value without access	64,100		[illegible]
Construction costs	75,150		[illegible]
Damages	4,200		[illegible]
Deficit	15,250	Deficit	90,[illegible]

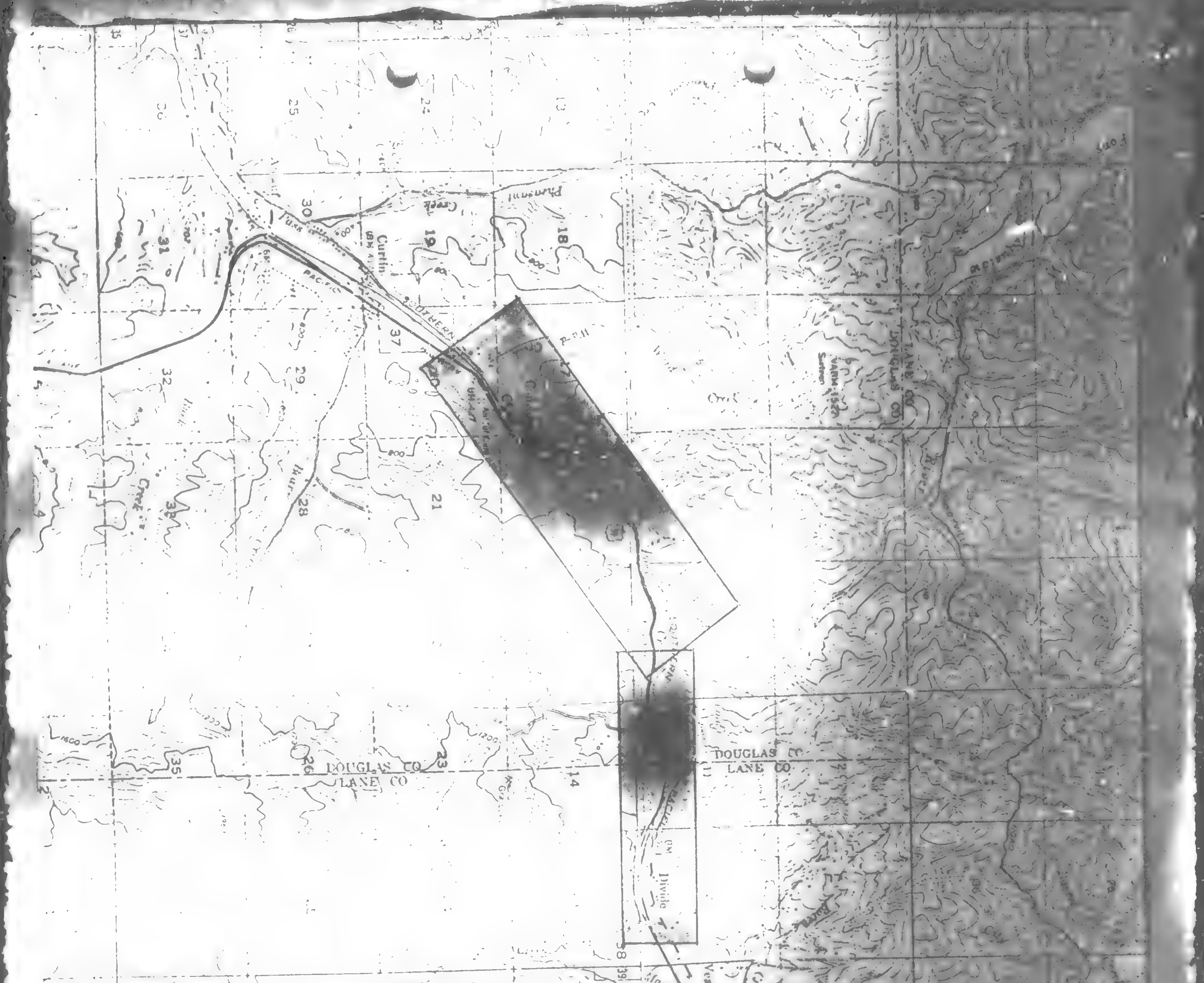
Y-Z - Extend frontage road to serve Longview Fibre Company, Black [illegible] a railroad access point:

[illegible]	[illegible]		$ [illegible]
[illegible]	[illegible]		[illegible]
[illegible]	[illegible],960		[illegible]
[illegible]	14,000		[illegible]
Deficit	103,810	Deficit	19[illegible]

The estimated cost of a service road to restore access to the railroad at K, L and M would be $1,300,000. This includes $750,000 for construction and $550,000 for maintenance. The damages for the [illegible] road systems does not include any cost for loss of access to the [illegible] Cemetery or any cost for out-of-direction travel and any litigation [illegible] may be incurred in the right of way acquisition process.

Summation of total road system.

Total property value	$ 892,535
Value without access	512,015
Construction cost (does not include cost to access cemetery)	836,480
Damages	68,400
Additional to provide land service (deficit)	392,865



Pleasant Creek
Curtin
SOUTHERN PACIFIC
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Martin
Mosby Creek
Cottage Grove
Latham
Row River
Butte

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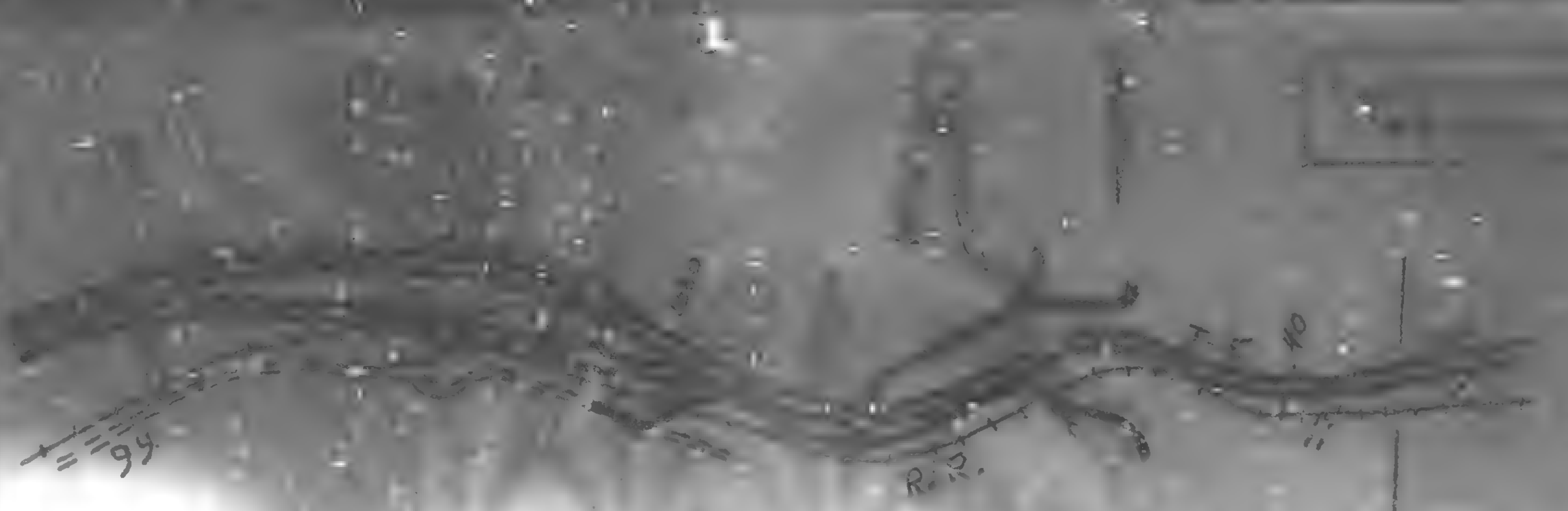
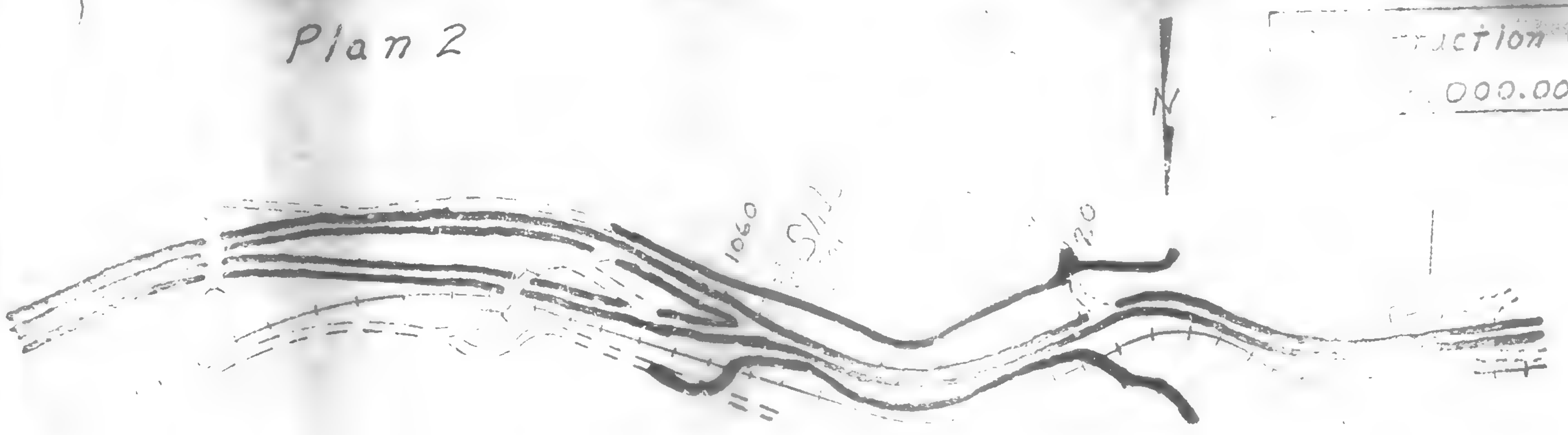


Recommended Frontage road

Single Frontage Road, with spur to Ward Butte Road

Plan 2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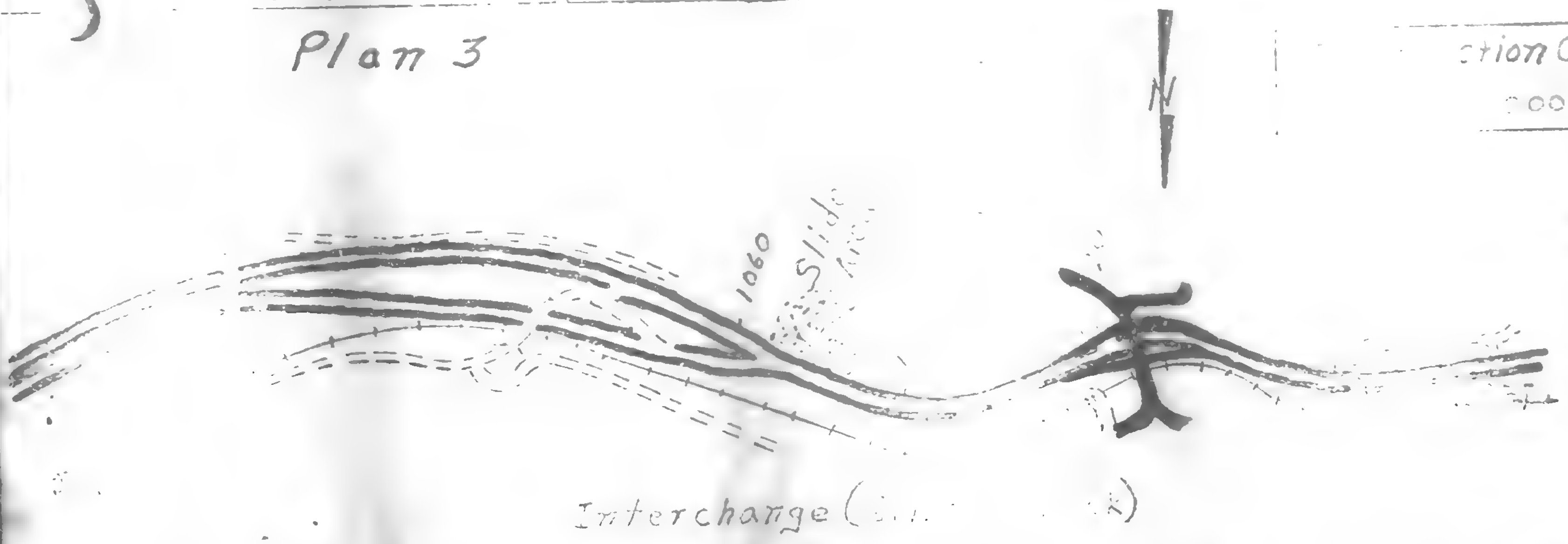
Double Frontage Road, exte

Plan 3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MAP

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Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT
DEPARTMENT OF TRA[illegible]
FEDERAL HIGHWAY ADMINISTRATION

Box 3[illegible]
Salem OR 9[illegible]

Memorandum

DATE: June 2[illegible], 1973

In reply refer to: 10-35-DB

SUBJECT: **Oregon Project I-5-3(3)163**
Divide-Anlauf Section
Design - Soil Exploration

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Attached is a copy of Mr. Munoz's trip report discussing potential soils problems along the subject section of I-5.

I urge you to consider Mr. Munoz's recommendation that State Highway employees involved in subsurface soils exploration and testing observe our demonstration project to be conducted in Colorado the week of July 16. Some of the new techniques being demonstrated should be beneficial in their work on this and future projects in Oregon

G.K. [illegible]
for G. L. Green

Attachment

RECEIVED
STATE HWY ENGR
JUN 27 '73
REFER TO
[illegible]
FOR
Info | Inves | [illegible]

Orig-
6-28-73

Form FHWA-137
(7-63)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE [illegible]

FIELD TRIP REPORT

(See instructions on reverse)

TO
Mr. Hugh B. Henry, Director
Office of Environment and Design
Portland, Oregon

FROM
Andy Muñoz Jr.
Regional Soils [illegible]
Portland, Oregon

INCLUSIVE DATES From June 7, 1973 To June 8, [illegible]

ITINERARY

Portland, Oregon to Salem to Cottage Grove, Oregon and return.

PURPOSE

1. To meet with State and Division and discuss remedial design on Bay Ocean Road Slide near Tillamook.
2. To make field inspection and meet with State and Division and discuss potential soils problems on a 4 mile section of I-5 just south of Cottage Grove which will be upgraded to Interstate standards.

PRINCIPAL CONTACTS

(See Attached)

ACCOMPLISHMENTS OR RESULTS

(See Attached)

SUBSEQUENT ACTIONS TAKEN

(See Attached)

RECOMMENDATIONS

(See Attached)

(None)

cc: Oregon Division
C & M
Washington Office (HHO-35)

Replaces Form PR-13 (R 2-63) which is obsolete.

Section of I-5 just South of Cottage Grove

This section of the interstate is programed for upgrading to interstate standards by widening by approximately 30 to 50 ft. The project is in the Final Alinement Location Phase and a Design Hearing has been tentatively scheduled for the latter part of July.

Generally the horizontal alinement as proposed appears to be the best possible for the existing conditions, however, minor alinement shifts could possibly be made which could eliminate some problems and result in tremendous dollar savings. As an example, in the area of station 8+00 it was noted that a 7 ft. alinement shift could eliminate a good size cut (= 90'). In the area of station 101+00 it appears beneficial to move the horizontal alinement away from a landslide prone mountain. In some areas it might become a little tight with a creek on the opposite side, but the widening might possibly be accomplished by using either bin walls, Reinforced Earth or Gabions. Throughout this 4-mile section of I-5, the potential for landslides is high. There is presently some side activity taking place in some sections of this area but luckily have not noticeably affected the interstate. Minor cuts into some of these areas without providing remedial design to be constructed as excavation proceeds could create major problems. In most areas, adequate subsurface information for remedial design were not available. A soil and geology report was prepared on May 1967.

The following recommendations were made:

1. A soil reconnaissance should be made by the Location Engineer, Soils Engineer and Regional Geologists as soon as practical. This field reconnaissance would serve to:
    a. Make decision on final horizontal alinement.
    b. Pin-point areas needing further subsurface investigation or installation of instrumentation.
2. So as not to hold up design progress, the Design Hearing should be held as scheduled. After the field reconnaissance, the horizontal alinement should be pretty definite and we should have some idea on potential problems and how to design for them.

- more -

PRINCIPAL CONTACTS:

Oregon State Highway Division

Fred Yarbrough - Soils Engineer - Central Office
Elliot Parker - Regional Geologist - Region 3
Rod Halten - Assistant Regional Geologist
Bud Shirley - Regional Engineer - Region 3
Bob Hector - Office Location Engineer - Central Office
Bill Fretwell - Regional Geologist - Region 2
Jerry Wimer - Assistant Regional Engineer - Region 2

FHWA

Tom Lowe - Area Engineer
Paul Riedl - Area Engineer

ACCOMPLISHMENTS or RESULTS:

Bay Ocean Road Slide

A meeting was held at the State Salem office with Messrs. Wimer, Fretwell and Riedl to discuss the design of remedial alternates available for stabilizing this slide. A field inspection of this problem area was made earlier this year. The remedial design has "boiled down" to essentially 2 alternates:

1. Removal Scheme - involves excavating of approximately 38,000 cub. yds. of sliding material plus drainage.

2. Restraining Scheme - involves the construction of a shear key - buttress combination. Since space between the sliding mass and the roadway is minimal, the existing buttress will need to be evaluated and replaced as designed. Drainage will also be required.

[illegible] will stabilize the slide [illegible] economics. The State will perform an economical analysis and let us know of the results.

- more -

3. In order to make the required analyses, a testing program will need to be formulated. It will essentially consist of:
    - a. Obtaining undisturbed samples.
    - b. Running shear strength tests - since much of this area has already experienced movements of some kind, residual strength values will be required.

At the present time, the State is not fully equipped to obtain undisturbed samples or the necessary shear strength values. This appears to be an excellent opportunity and location to have our Demonstration Project No. 12 team perform. Demonstration Project (D.P.) No. 12 will demonstrate subsurface exploration methods and the use of modern equipment and laboratory techniques to sample, test and evaluate subsurface material. In addition to showing the State some drilling, sampling and field and laboratory testing equipment they could also be performing some production work, i.e., drill data and test results would be used in the design phase.

SUBSEQUENT ACTIONS TAKEN:

The soil reconnaissance has been scheduled for June 18 and 19 and I will be part of the reconnaissance party where the final horizontal line will be determined and areas needing further subsurface investigation will be pin-pointed.

I contacted the project manager for D.P. #12 and made a formal request for the team to visit Oregon but due to previous commitments this will not be possible. The demonstration will be in Colorado during the week of July 16 and it may be beneficial to the State to send a couple of men to the demonstration there. This alternative will be pursued once more details are obtained from the Regional Soils Engineer on the proposed activities in Colorado.

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    a. Obtaining undisturbed samples.

    b. Running shear strength tests - since much of this area has already experienced movements of some kind, residual strength values will be required.

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9031

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1973

SUBJECT: Comstock-Anlauf Section
Interstate 5
Property Owner Contact

To:

MEMO TO FILES

Recently, Mr. Albert R. Irvine contacted this office to discuss access through his property on the subject section. He complained of the taking and suggested an alternate location for the access road as shown on the attached map. I advised him that I would investigate to see if an alternate was feasible and make recommendations and/or modifications accordingly. We have done so and found the following:

	Proposed	Alternate
Length:	830 feet	1,400 feet
Cost:	$36,000	$64,000
Geology:	Low cuts to minimize slide potential.	Very severe foundation problems and slide potential.

Since the cost and geology factors favor the original proposal, this office recommends no change in the present access design.

R. Hector

Robert D. Hector
[illegible] Design Engineer

J.E. Boyd
D.C. Bagger

RECEIVED
MAY 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
By Location

1037

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Divide - Comstock
Highway: Pacific (FAR 3)
County: Lane and Douglas
Prefix: 610-1985

Res. Engr.
Approx. Length 3.86± miles
Sta. LN 1049+90± to Sta. 192[illegible]
Date March 20, 1973

Mean Truck A.D.T. 2,711
Traffic Coefficient 12.1
18 kip s. a. per day 1,562.9

Annual Precipitation 47"± (Cottage [illegible])
Frost Penetration [illegible]
CBE Total Requirement 40.[illegible]"

(1)
Typical Soil

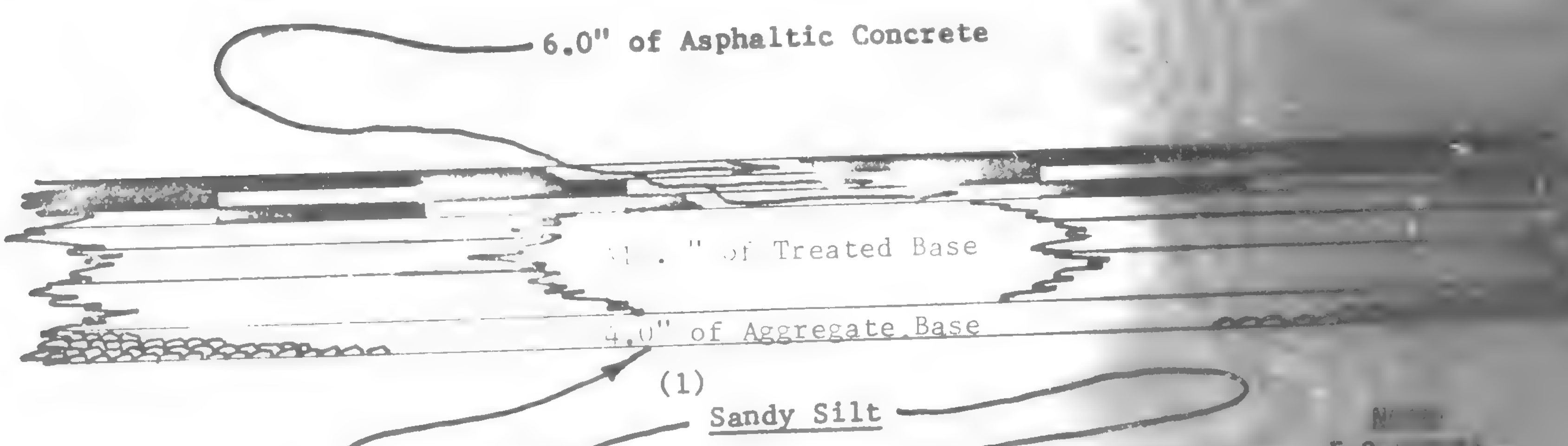
35	LL
8	PI
90	%P 10
57	%P 200
10	% Gravel
12	% C Sand
21	% F Sand
38	% Silt
19	% Clay
6	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	Comments
12.0"	6.0"	A.C.
23.5"	13.0"	T.B.
4.0"	4.0"	A.B.
39.5"	23.0"	

STRUCTURAL SECTION



E. S. [illegible]

*Treated Base to be applied in three lifts of [illegible]

[illegible] by ________ Base Design Engineer

Recommended by ________ Engineer of Materials and Research

Recommended by ________ Location Engineer

Approved by ________ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Asst. Planning Engineer

OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION: Divide - Comstock
HIGHWAY: Pacific (FAR 3)
COUNTY: Lane and Douglas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	T.P.	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	[illegible]
11.0 - 12.0	4.0"	8.0"	---	16.0"	38.5"	28.0"
10.0 - 11.0	4.0"	6.0"	---	16.0"	35.0"	[illegible]
9.0 - 10.0	4.0"	5.0"	---	14.5"	31.5"	23.5"
8.0 - 9.0	3.5"	4.0"	---	14.5"	28.5"	22.0"
7.0 - 8.0	3.5"	4.0"	---	11.0"	25.0"	18.5"
6.0 - 7.0	3.0"	---	---	15.5"	21.5"	18.5"
4.8 - 6.0	2.0"	---	---	14.5"	18.5"	16.5"
Cars Only	2.0"	---	---	9.5"	13.5"	11.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the [illegible] **Thickness Required" and the table below for values:**

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat 1.1" Aggregate Base
1.0" Aggregate Subbase 0.5" Aggregate Base
1.0" Lime Treated Subgrade [illegible] Aggregate Base

Above factors apply to materials that comply with Standard **Specifications and Special** Provisions

Refilming file
9037 #1
1979 Martin Cr.-
Anlauf Intchg. Sec.
because of a
light problem.

J

1979 Martin Cr.-Anlauf Intchg. 9037
Sec. of Pacific Hwy. (Grade,
pave, struc, sign & Illum.) #1

RR 919 3-14-78
RR 931 6-5-78

C&a-6355 6-26-78

9037

I-5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 14, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-5-3(-)163
[redacted]
Approval of Frontage Road System

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Wolfe's July 10 letter we concur that the frontage road system described in the June 26 letter be incorporated into the subject project. While the construction of these frontage roads are not completely justified economically we feel it is in the public interest to provide them.

for G. L. Green

pattern similar to original location except for location of structure over fwy.
ADL

NOTED
E. S. HUNTER

cc Versteeg
Shirley Young

8-17-73
Copy Vic Wolfe

Original Signed By
V. CUSACK
Division Engineer

RECEIVED
STATE HWY ENGR
AUG 16 '73
REFER TO
Hunter TAA
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
AUG 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Requires Reply
Requires Approval
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Other________

1 Versteeg
2 A. Olson
3 Terpin
4 Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 23 1973
ROAD
DESIGN
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9037

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August ~~20~~, 1973
23,

SUBJECT: Divide-Comstock Section
I-5

To: Mr. E. S. Hunter
Assistant State Highway Engineer

Re the attached, the Location Section is in a position to go to a corridor-design hearing within two weeks.

I have advised the Environmental Unit that the frontage road system has been approved so that they can complete their enfironmental statement. They gave no indication as to when this might be accomplished.

This is just to bring you up to date on the subject.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

Attachment

VDW:mc

8-23
Schedule hearing as soon as possible
EdH

cc Young
Wolfe
Cox

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 14, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-5-3(-)163
Divide-Comstock Section
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FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

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G. L. Green

RECEIVED
[illegible]
LOCATION SECTION

8-17-73
Copy Vic Wolfe

Original Signed By
[illegible] V. CUSACK
Division Engineer

RECEIVED
STATE HWY ENGR
AUG 16 '73
REFER TO
[illegible] – 1AA
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
AUG 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REFERRED TO Hector
By Location Engineer

Lets go to hearing

9037

I-5

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 1, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO: G. L. Green, Federal Highway Administration
Attention Charles Mathias

ORIGINAL SIGNED
K. A. CHATWOOD

FROM: K. A. Chatwood, Administrative Right of Way Agent

SUBJECT: Right of Way Liaison Report
Ward Butte Road
[redacted]
~~Pacific Highway~~
Douglas County

Attached is a special Liaison Study made by Right of Way Agent Frank North at your request.

KAC:ha
Att.
CC Victor Wolfe /w/ att.
James H. Versteeg /w/ att. ✓

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout 4

RECEIVED
AUG 2 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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Brin. Up / /
Other

Divide-Comstock Section
Pacific Highway
Ward Butte Road
Douglas County
July 31, 1973

SUPPLEMENTARY INFORMATION

Recent investigation of the users of Ward Butte Road was made with the following results.

Four families live on this road are dependent on it for access as slated in previous reports. One additional family maintains a part time dwelling. One of the resident families, Mr. and Mrs. Jack Holbrook purchasers of the Potter property have completed a new dwelling to replace an existing dwelling which will add $10,000 to property values to be serviced.

Mr. J. B. Davis has sold a portion of his property to Mr. Albert Wolf who has started clearing operations preparitory to the construction of an additional dwelling. It is understood that he intends to move into this dwelling from his present home in Roseburg.

The State Highway Division now owns a 60' right of way from the existing Pacific Highway to the boundary of J. B. Davis land where a locked gate is located. This public right of way follows the existing road for part of its length is located a short distance south of the present road at its westerly end.

The locked gate marks the end of public road and beginning of private road which is used by various organizations and individuals by written and oral permission. Users of the private road include the following.

Douglas Forest Protective Association whose office is located at 1758 N. E. Airport Road, Roseburg have written access permission. This is a forest fire unit who operate a lookout known as Ward Butte Lookout. During the summer months this lookout is occupied by personnel who require supplies approximately two times a week with many additional visits from friends and relatives. In the event of fire in the area, heavy equipment will be moved up Ward Butte Road for quick access to critical locations. Mr. Vern Childers Assistant District Forester of the State Forestry Department at the above address stated that the Ward Butte Lookout was an important fire detection method.

Bonneville Power Administration District Manager, Ladd Sutton, whose office is located 834 Pearl St., Eugene stated that they also have written permission to use the private road. Their use consists of several trips a year for regular inspection of their transmission line plus a much greater use when repairs or maintenance is indicated. An emergency such as damage line would require massive use depending on the problem. Emergency use is not limited to summer months and could be in the worst winter weather making use of this rocked road essential.

Mr. Stewart Mackentosh, Manager of Pacific Power and Light Co., Cottage Grove District stated that Pacific Power use the road to serve the customers living in the area and in addition have two transmission lines which are patrolled every 30 days. This road is used for a portion of their patrol. Emergency access would also apply if damage occurred to the lines.

Eastern Lane Fire Patrol have permission to use the road. They depend on Douglas Protective Association to operate the lookout but would use the road to access equipment in the event of fire in their district which extends to the county line, very close to the road.

The Rattlesnake Quarry located on the subject road is owned in part by the State Highway Division and the Bureau of Land Management. This is a large high quality quarry considered the best in the feasible hauling area and is of great potential value to both State Highway and B.L.M. who require rock for forest roads. No substitute for this quarry is known to exist.

Other users of this road by verbal permission include Willamette Valley Lumber Co., Robert Straub, an owner of land accessed by the road, E.C. Hall, a contractor, and Roseburg Sand and Gravel Co.

F. M. North

F. M. North
Liaison Agent

FN:csk

9037

GE AL FILES

2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 14, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-5-3(-)163
Divide-Comstock Section
Approval of Frontage Road System

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Wolfe's July 10 letter we concur that the frontage road system described in the June 26 letter be incorporated into the subject project. While the construction of these frontage roads are not completely justified economically we feel it is in the public interest to provide them.

G. L. Green

Original Signed By
V. CUSACK
Division Engineer

8-17-73
Copy Vic Wolfe

NOTED
F. S. HUNTER
cc Vanstey
Shirley
Young
8-22-73

RECEIVED
AUG 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 16 '73
REFER TO
Hunter - TAA
FOR

Note	Answer	R/D	D/R	Sign	Act	File

1027

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 27, 1973

SUBJECT: Phase I and II Relocation Report
Divide-Comstock Section
I-5 Highway
Douglas County

To: Victor D. Wolfe
Location Engineer

Attached are copies of the Phase I and II Relocation Report on the subject Section.

K. A. Chatwood
Administrative Right of Way Agent

KAC/jp

cc - G. L. Green /w/ att.
F. B. Klaboe
A. E. Johnson
Cecil Head
L. H. Young /w/ att.
H. S. Cox
Don Byard /w/ att.

RECEIVED
STATE HWY ENGR
JUL 31 73
REFER TO
FOR

Info	In-res	R/D	D/R	Sign	Act	File

SP*82475-724

Divide-Comstock Section
I-5 Highway
Douglas County
July 9, 1973

REVISED

PHASE I AND II RELOCATION REPORT

Construction of the Divide-Comstock Section according to the location survey completed in January 1972 will have the following effect on families in the area. Highway comstruction will displace no one. Access control required for freeway standards will close present access roads and landlock families unless proposed frontage roads are constructed as listed below:

Frontage Road FR and FRI

Two families are to be served by this road or would be displaced if it were not constructed.

Willis Childers, a tenant family, which consists of husband, wife and four children. Mr. Childers works in Cottage Grove and could be expected to purchase or rent in this city if displaced.

D. C. Johnson, an owner whose family consists of husband and wife. They would purchase in the Cottage Grove area.

Frontage Road F^2 and F^2R

Four families are to be served by this road or would be displaced if it were not constructed. One additional family could be served by an extension of this road. Present plans are to acquire this property for a scenic strip with subsequent displacement of this family.

James Webb, an owner whose family consists of husband and wife. They do a very small amount of subsistance farming and operate a type of commune consisting of a fluctuating population of dwellers who appear and disappear from day to day. Information from neighbors indicate sometimes there is a population of a dozen or more individuals.

A couple whose name is not known, with 2 children, occupied a second house on the Webb property. It is doubtful that this couple or subsequent occupants will remain in occupation for an extended period. Relocation of the Webb family and his associates might well be the most difficult of the section due to lack of cooperation of the occupants.

Jack Holbrook, an owner whose family consists of husband, wife and five children. This owner would purchase property in the Cottage Grove area in the event of displacement.

Frank Trader, an owner whose family consists of husband, wife and four children. This family would attempt to buy a rural dwelling in the area.

James Baxter Davis is an owner whose main dwelling burned down last year. He has a small cabin which he occupies occasionally. His regular residence is in Roseburg. No relocation is required.

Divide-Comstock Section
I-5 Highway
Douglas County

Phase I and II Relocation Report (cont'd.)

Thoane Addison, Jr. and his wife are occupants of a dwelling owned by Mr. Addison, Sr. located on a 52 acre site presently planned to be purchased as a roadside beautification parcel. This dwelling could be served by an extension of the F^2 at a cost in excess of the value of the property.

Frontage Road FBR and FB
One family and one farm would be served by this road or would be landlocked if it were not constructed.

Dale Black and his wife are the owners of the dwelling to be served by this frontage road and would be landlocked if it were not constructed. They would attempt to purchase a similar secluded homesite in the area.

Lloyd Griggs operates a cattle raising business which would be landlocked unless served by this frontage road. No one lives on the premises but cattle are fed daily.

A summary of the above is as follows:

Displaced if frontage roads were not constructed.

8 families - 31 individuals
1 farm
No businesses
No non-profit organizations

Displaced if frontage roads constructed:

* 1 family - 2 individuals
No farms
No businesses
No non-profit organizations

* This family would be displaced if parcel were purchased for a scenic strip. An extension of a proposed frontage road could provide access.

No minority group members were occupants at time of contacts. A changing situation at the James Webb property could possibly result in minority group members in occupation at a later date.

The subject properties are located 7 miles south of Cottage Grove in a rustic, rural secluded homesites area. A small community of Curtin, complete with 2 restaurants, 3 service stations, a post office, and small grocery is located approximately 3 miles further south. Small improved homesites are located at intervals throughout the area.

No Federal, State or community housing projects are known to exist or are planned for the area. A possibility of a housing program in Cottage Grove 7 miles north of the subject could possibly affect some of these displacees.

Divide-Comstock Section
I-5 Highway
Douglas County

Phase I and II Relocation Report (cont'd.)

No concurrent displacement by other public agencies or private concerns are known to be planned, except the proposed Anlauf Interchange Section which if constructed would displace an additional two families as reported under that section.

Investigation of available housing in the area resulted in the following:

Homestead Realty located near the northerly end of the project listed 14 rural improved homesites in the Divide-Curtin-Drain area, also several larger farms with residential improvements. No vacant rentals were listed although vacancies were occasionally available.

Strout Realty at the south outskirts of Cottage Grove also listed several additional rural dwellings.

Cottage Grove Multiple Listing Service has for sale 34 dwellings in and near Cottage Grove available and possibly suitable for the above relocatees.

Independent real estate dealers in the Cottage Grove area advertised 4 suitable dwellings in the July 5 issue of the Cottage Grove Sentinal, a weekly newspaper.

Three owners advertise properties for sale in the same issue.

Fourteen "For Rent" advertisements by owners were listed in the Cottage Grove newspaper.

As a result of the above described investigation it appears that in the event that all the described properties are landlocked and relocation is required, several of the families would find alternate rural housing in the area. The others would find suitable housing in Cottage Grove, which appears to have sufficient vacancies both for sale and for rent.

A total of 48 dwellings in all categories were found available in a 10 mile radius of the project. Eight rentals were available in the same area.

In the interest of public opinion, approval of the project by affected owners and avoiding objections from protest groups, construction of the proposed frontage roads which will provide access to these families is recommended.

No appreciable impact on the environment will result from this project. Pass Creek will be re-channeled in several places without any known adverse effects. The possible affect of landlocking large areas of land if frontage roads are not built is not clear to the writer.

Lead time required with frontage roads is estimated as follows:

Appraisal	-	2 months
Acquisition	-	3 months
Condemnation	-	2 months
TOTAL:	-	7 months

Divide-Comstock Section
I-5 Highway
Douglas County

Phase I and II Relocation Report (cont'd.)

Lead time required without frontage roads is estimated at:

Appraisal - 3 months
Relocation - 3 months
Acquisition - 3 months
Condemnation - 3 months

TOTAL: - 12 months

The total estimated Right of Way cost with all proposed frontage roads constructed is $98,440 plus $21,300 for one property as a scenic strip. This estimate does not include construction cost of frontage road.

The estimated right of way cost without frontage roads, all properties except cemetary to be landlocked is $925,163.

F. M. North
F. M. North
Liaison Agent

FMN:csk

1037

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1973

SUBJECT: Divide-Anlauf Section
Pacific Highway
Lane and Douglas Counties

To: MEMO TO FILES

Mr. Glenn Hossner called this date re review of frontage road justification on the subject section. I indicated to him that all frontage road estimates were based on paving. However, several parts would appear not to need paving; rock surfacing being all that could be justified. This was also the observation of the Federal Highway Administration Right of Way people reviewing the proposal.

They were interested in scenic easements for the intermittent areas not already controlled by the State Highway Division. The easterly side could be controlled by an exchange of lands with Willamette Valley Lumber. The westerly side is railroad and private property which would have to be controlled by easement.

The Federal Highway Administration indicated they were investigating availability of funds for scenic easements.

George C. Wills
George C. Wills
Location Field Engineer

GCW:jp
cc: R.D. Hector

105

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 10, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Divide-Comstock Section
Pacific Highway, I-5
Lane and Douglas Counties

Subsequent to our request of June 26 for concurrence of the frontage road system, we have received an updated right of way estimate for the access rights on the subject section.

We are therefore submitting a revised frontage road justification summary to supercede our previous summary. From the summation the cost to purchase access rights, $794,000, is still less than the cost to provide land service, $911,000. However, as stated in our previous report, we feel that our recommended frontage road system best serves the public interest and that the public interest should take precedence over short-range economic considerations.

As stated in our previous report, an extensive service road system to serve the railroad access at Stations 46+00 right, 70+75 right and 91+50 right (labeled K, L and M on Map 3) would cost $1,300,000. We therefore recommend these access points be restored by use of locked gates at the access control fence. The remainder of the railroad will be served from the proposed frontage roads.

We again request your concurrence that our recommended frontage road system be incorporated into the project.

Very truly yours,

Victor D. Wolfe
Location Engineer

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JUL 11 1973
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ASSISTANT STATE HIGHWAY ENGINEER

Attachment
DB:mc
bc E. S. Hunter

DIVIDE-COMSTOCK SECTION
PACIFIC HIGHWAY I-5
LANE AND DOUGLAS COUNTIES

Frontage Road Justification

Summation of northerly frontage road system to be used in conjunction with Map 3.

A-B-C - Extend frontage road to serve Irvine and Johnson only:

			Accum. Totals
Total property value	$ 89,700		$ 89,700
Cost to purchase access*	73,600		73,600
Construction costs	137,650		137,650
Additional R/W & damages	3,000		3,000
Deficit	67,050	Deficit	67,050

C-D - Extend frontage road to serve Cone:

			Accum. Totals
Total property value	$ 346,600		$ 436,300
Cost to purchase access*	173,300		246,900
Construction costs	36,000		173,650
Additional R/W & damages	25,000		28,000
Savings	112,300	Savings	45,250

D-E - Extend frontage road to connect Ward Butte Road:

			Accum. Totals
Total property value	$ 127,400		$ 563,700
Cost to purchase access*	123,600		370,500
Construction costs	262,350		436,000
Additional R/W & damages	- -		28,000
Deficit	138,750	Deficit	93,500

E-F - Extend frontage road to serve easterly half of Willamette Valley Lumber Company:

			Accum. Totals
Total property value	$ 224,200		$ 787,900
Cost to purchase access*	112,100		482,600
Construction costs	43,000		479,300
Additional R/W & damages	14,000		42,000
Savings	55,100	Deficit	38,400

*Total value less value without access plus relocation costs

Summation of southerly frontage road system.

U-V - Construct connection to serve Lawrence property easterly of highway and Comstock Cemetery:

Total property Value	$ 83,000**
Cost to purchase access*	70,000**
Construction costs	73,000**
Additional R/W & damages	1,520**
Deficit	4,520**

The Lawrence property was not included in updated cost estimate. No property value or cost to purchase access has been determined for the Comstock Cemetery; therefore, it is assumed that access to this point is justified both socially and economically. This portion of the access road will serve the Lawrence property on the easterly side of the highway. The economics of the Lawrence property is shown but not entered into accumulative totals or the final justification.

V-W - Extend frontage road to serve westerly half of Willamette Valley Lumber Company:

			Accum. Totals
Total property value	$ 224,200		$ 224,200
Cost to purchase access*	112,100		112,100
Construction costs	125,370		125,370
Additional R/W & damages	14,000		14,000
Deficit	27,270	Deficit	27,270

X-Y - Extend frontage road to Griggs:

Total property value	$ 168,700		$ 392,900
Cost to purchase access*	92,450		204,550
Construction costs	75,150		200,520
Additional R/W & damages	4,000		18,000
Savings	13,300	Deficit	13,970

Y-Z - Extend frontage road to serve Longview Fibre Company, Black, and a railroad access:

---

*Total property value less value without access plus relocation costs
**Lawrence property only

			Accum. Totals
Total property value	$ 188,400		$ 581,300
Cost to purchase access*	106,850		311,400
Construction costs	156,960		357,480
Additional R/W and damages	13,960		31,960
Deficit	64,070	Deficit	78,040

The estimated cost of a service road to restore access to the railroad at K, L and M would be $1,300,000. This includes $750,000 for construction and $550,000 for maintenance. The other existing railroad access points would be restored by the frontage roads.

Summation of total road system.

Total property value	$ 1,369,200
Cost to purchase access*	794,000
Construction cost (does not include cost to access cemetery)	836,480
Additional R/W and damages	73,960
Additional cost to provide land service (deficit)	116,440

DR:mc
7-10-73

*Total value less value without access plus relocation costs

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1 Versteeg
2 A. Olson
Terpin 2
3/4 Scott
Swenson
R. Olson
Trout

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ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
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Other

Divide-Comstock Section
I-5 Highway
Douglas County
June 27, 1973

Access Control Revision

Due to the recent increase in forest land and timber values updating and revision of right of way access control costs has been made. The following described access points are listed with previous and present estimates by John Woods, Staff Forester. As many of these access points were borderline cases when justification cost were computed than latest figures may influence planning.

Owner	Station	11/70 est.	6/73 est.
Griggs	151+00 N	$81,200	$127,700
Longview Fibre	112+20 N	$39,900	$ 67,000
Longview Fibre	91+00 N	$60,200	$101,100
Cone Lbr. (W. H. Near)	69+90 N	$68,200	$116,600
Cone Lbr. (W. H. Near)	45+25 N	$136,300	$230,000
Johnson, Irvine	22+00 N	$25,000	$45,700
Davis et al	22+00 S	$30,000	$51,000
Willamette Valley	56+75 S	$129,000	$225,200
Willamette Valley	92+75 S	$64,500	$112,900
Willamette Valley	113+75 S	$68,800	$120,400
Lawrence	183+00 S	$37,500	$67,400

Previous access control justification computation was based on construction and additional right of way cost as opposed to land locking cost.

Landlocking cost was computed as 50% of actual value of forest land and/or 100% of actual value of improvements if any.

No updated construction cost for frontage road construction are presently available to the writer. Additional landlocking cost estimates based on 50% of new land values indicate a substantial change in favor of frontage road construction.

F. M. North

F. M. North
Liaison Agent

ROSEBURG REGION
RECEIVED
JUN 28 1973
RME
DES | RSR

cc: J. B. Boyd
Al Shirley
Victor Wolffe ATTN: P. L. Carstensen
Harley Mayfield

FMN:csk

ATTACHMENTS

cc: J.H. Versteeg

4x10

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JUN 27 1973
ROSEBURG R/W

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1973

SUBJECT: TIMBER AND FOREST LAND VALUES

To: Mr. Frank M. North
Liaison Agent
P.O. Box 1128
Roseburg, Oregon 97470

The following is a summary of my revised estimates of timber and forest land values on properties which have access to the Comstock Divide Section of the Pacific Highway. In making these revisions, I have considered recent logging, timber growth, and increased log and land values.

1. Access Point--Station 151+00 (North)
   Landowner--Lloyd H. Griggs
   Approximate Acreage--510 acres
   Timber and Forest Land Value--$127,700

2. Access Point--Station 112+20 (North)
   Landowner--Longview Fibre Company
   Approximate acreage--285 acres
   Timber and Forest Land Value--$67,000

3. Access Point--Station 91+00 (North)
   Landowner--Longview Fibre Company
   Approximate Acreage--430 acres
   Timber and Forest Land Value--$101,100

4. Access Point--Station 69+90 (North)
   Landowner-- W. H. Near Company
   Approximate Acreage--320 acres
   Timber and Forest Land Value--$116,600

5. Access Point--Station 45+25 (North)
   Landowner--W. H. Near Company
   Approximate Acreage--640 acres
   Timber and Forest Land Value--$230,000

6. Access Point--Station 22+00 (North)
   Landowners--Johnsen and Irving
   Approximate acreage--125 acres
   Timber and Forest Land Value--$45,700

7. Access Point--Station 22+00 (South)
   Landowners--Davis, et al
   Approximate Acreage--300 acres
   Timber and Forest Land Value--$51,000

8. Access Point--Station 56+75 (South)
   Landowner--Willamette Valley Lumber Company
   Approximate Acreage--558 acres
   Timber and Forest Land Value-- $215,100

9. Access Point--Station 92+75 (South)
   Landowner--Willamette Valley Lumber Company
   Approximate Acreage--300 acres
   Timber and Forest Land Value--$112,900

10. Access Point--Station 113+75 (South)
    Landowners--Willamette Valley Lumber Company
    Approximate Acreage--320 acres
    Timber and Forest Land Value--$120,400

11. Access Point--Station 183+00 (South)
    Landowner--Lawrence
    Approximate Acreage--160 acres
    Timber and Forest Land Value--$67,400

12. Access Point--Station 56+75 (South)
    Landowner--Addison
    Approximate Acreage--42 acres
    Timber and Forest Land Value--$10,100

As you will note, I have not included in this summary, the O & C, Lawrence, and Wilson Lands north of the highway; or the Straub lands south of the highway. These lands have present access which will not be affected by the new construction.

John B. Woods Jr
JOHN B. WOODS, JR.
Staff Forester

JBW:nd
cc: J. B. BOYD

9(27)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 26, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Divide-Comstock Section
Pacific Highway, I-5
Lane and Douglas Counties

The Divide-Comstock Section was constructed as a four-lane highway to primary highway standards which allowed access directly to the highway at specified locations. This section is currently a link in the I-5 Freeway System which must be converted to freeway standards. Since no feasible alternate route is available, reconstruction of the existing facility must be undertaken.

Reconstruction of this section to freeway standards will eliminate present methods of access to adjacent lands. The existing accesses consist of eleven at-grade road approaches and the Comstock Interchange. They serve ten families, 4400 acres of property, the Oregon State Forestry Department's Ward Butte Lookout, the Southern Pacific Transportation Company's railroad tracks, a Bonneville Power Administration transmission line, a State-owned rock quarry, the Comstock Cemetery, fire protection services, recreational areas, and a school bus route. The general location of the section is shown on Map 1.

In a situation such as this there are the following alternatives: Purchase the lands to which access has been severed, purchase the access rights, or restore access by constructing frontage roads.

Acquisition of large parcels of private land merely because access to it has been eliminated may not be in the public interest. This procedure displaces individuals and restricts future utilization of land resources. Purchase of access rights also may not be in

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JUN 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

the public interest, as it displaces individuals or causes the landowner to resort to litigation to obtain the right of access via other routes. The Comstock Cemetery is included in the property to which access rights would be severed. As it is extremely difficult to gain acceptance for adverse impact on a cemetery, it appears mandatory that access to the cemetery be restored.

Value of all affected lands is estimated at $893,000 (does not include cemetery). Damage by elimination of access is estimated at $512,000. Cost to restore access to the lands via a frontage road system is estimated at $905,000. Comparing damages to cost-to-serve, we have a deficit of $393,000 which must be offset by the indeterminate costs of restriction to utilization of resources and facilities in the general area.

We have studied the following three alternate methods of restoring the connections at Station 15+50 right, 21+00 left and 46+00 right, which are shown on Map 2.

Plan 1: Extending the frontage road on the right side of the highway with a structure and spur connection to Ward Butte Road.

Plan 2: Extending the existing frontage roads along each side of the highway.

Plan 3: Constructing an interchange and frontage road system at Ward Butte Road (Station 21+00).

We recommend Plan 1, to extend the frontage road along the right side of the highway, with a spur connection to Ward Butte Road, be favorably considered. The estimated cost of this alternate is $479,000. (See Map 3.)

Plan 2, to extend the existing frontage roads along each side of the highway, is not recommended due to geological problems encountered in the slide area on the left side of the highway between Stations 1060 and 1070. The slide is now stabilized, but construction of a road over or through the slide area might activate it, creating serious maintenance problems. The estimated cost of this plan is $614,000.

Plan 3 is not recommended because the confining nature of the terrain makes an interchange impractical at this location. The narrow canyon contains both the railroad tracks and the highway, as well as Pass Creek. The limited space available would restrict the interchange design and make the costs excessive ($1,600,000).

The proposed frontage road for the Comstock end of the section is shown on Map 3.

The connection at Station 56+50 left will not be restored. All this parcel will be acquired by the State to provide a buffer or scenic strip along the highway and establish continuity between other state-owned lands that are currently being used for the same purpose.

The connections at Stations 46+00 right and 70+75 right serve as access to Cone Lumber Company holdings, and the connections at Station 91+50 right and 107+50 right serve the Longview Fibre Company. These four connections also serve as access to the railroad. Cone Lumber Company and Longview Fibre Company will be provided access to their holdings by the frontage roads. As it would cost about $1,300,000 to provide the Railroad with an extensive service road system, we recommend their access at Stations 46+00 right, 70+75 right and 91+50 right be restored through the use of locked gates at the access control fence.

The Comstock Interchange presently serves as access to the cemetery and one parcel of private land. As stated previously, it appears mandatory that the cemetery access be restored. We therefore propose a connecting road from the present Comstock Interchange structure westerly across the railroad tracks to the County road. Also, as the impact on the cemetery cannot be measured, we did not include this connection in our frontage road justification.

The connection at Station 154+00 left will be served by extending the cemetery access road with a frontage road on the left side of the highway to a connection with the present access road. The properties served by connections at Stations 107+50 right and 156+00 right will be served by a frontage road along the right side of the highway with a connection to the County road westerly of the railroad tracks. The estimated cost of these frontage roads is $358,000.

We request your concurrence that our recommended frontage road system serves the public interest. Purchase of access rights would be less costly, $512,000 as compared to $905,000, for providing land service. However, as stated previously, this does not include impact on the Comstock Cemetery or other social-environmental features.

It is our recommendation that the public interest should take precedence over short-range economic considerations and that a frontage road system be incorporated into the project.

Very truly yours,

Victor D. Wolfe
Location Engineer

DB/GCW/VDW:mc

bc E. S. Hunter

DIVIDE-COMSTOCK SECTION
PACIFIC HIGHWAY I-5
LANE AND DOUGLAS COUNTIES

Frontage Road Justification

Summation of northerly frontage road system to be used in conjunction with Map 3.

A-B-C - Extend frontage road to serve Irvine and Johnson only:

			Accum. Totals
Total property value	$ 76,000		$ 76,000
Value without access	57,900		57,900
Construction costs	137,650		137,650
Damages	0		0
Deficit	79,750	Deficit	79,750

C-D - Extend frontage road to serve Cone:

Total property value	$ 204,500		$ 280,500
Value without access	102,250		160,150
Construction costs	36,000		173,650
Damages	22,200		22,200
Savings	44,050	Deficit	35,700

B-E - Extend frontage road to connect to Ward Butte Road:

Total property value	$ 113,435		$ 393,935
Value without access	92,615		252,765
Construction costs	262,350		436,000
Damages	0		22,200
Deficit	169,735	Deficit	205,435

E-F - Extend frontage road to serve easterly half of Willamette Valley Lumber Company:

Total property value	$ 128,000		$ 521,935
Value without access	64,000		316,765
Construction costs	43,000		479,000
Damages	14,000		36,200
Savings	7,000	Deficit	198,435

Summation of southerly frontage road system.

U-V - Construct connection to serve Lawrence property easterly of highway and the Comstock Cemetery:

Total property value	$ 83,000*
Value without access	70,000*
Construction costs	73,000*
Damages	1,520*
Deficit	4,520*

*Lawrence property only.
No property value or value without access is determined for the Comstock Cemetery; therefore, it is assumed that access to this point is justified both socially and economically. This portion of the access road will also serve the Lawrence property on the easterly side of the highway. The economics of the Lawrence property is shown but not entered into accumulative totals or the final justification.

V-W - Extend frontage road to serve westerly half of Willamette Valley Lumber Company:

			Accum. Totals
Total property value	$ 128,000		$ 128,000
Value without access	64,000		64,000
Construction costs	125,370		125,370
Damages	14,000		14,000
Deficit	75,370	Deficit	75,370

X-Y - Extend frontage road to serve Griggs:

Total property value	$ 122,200		$ 250,200
Value without access	64,100		128,100
Construction costs	75,150		200,520
Damages	4,200		18,200
Deficit	15,250	Deficit	90,620

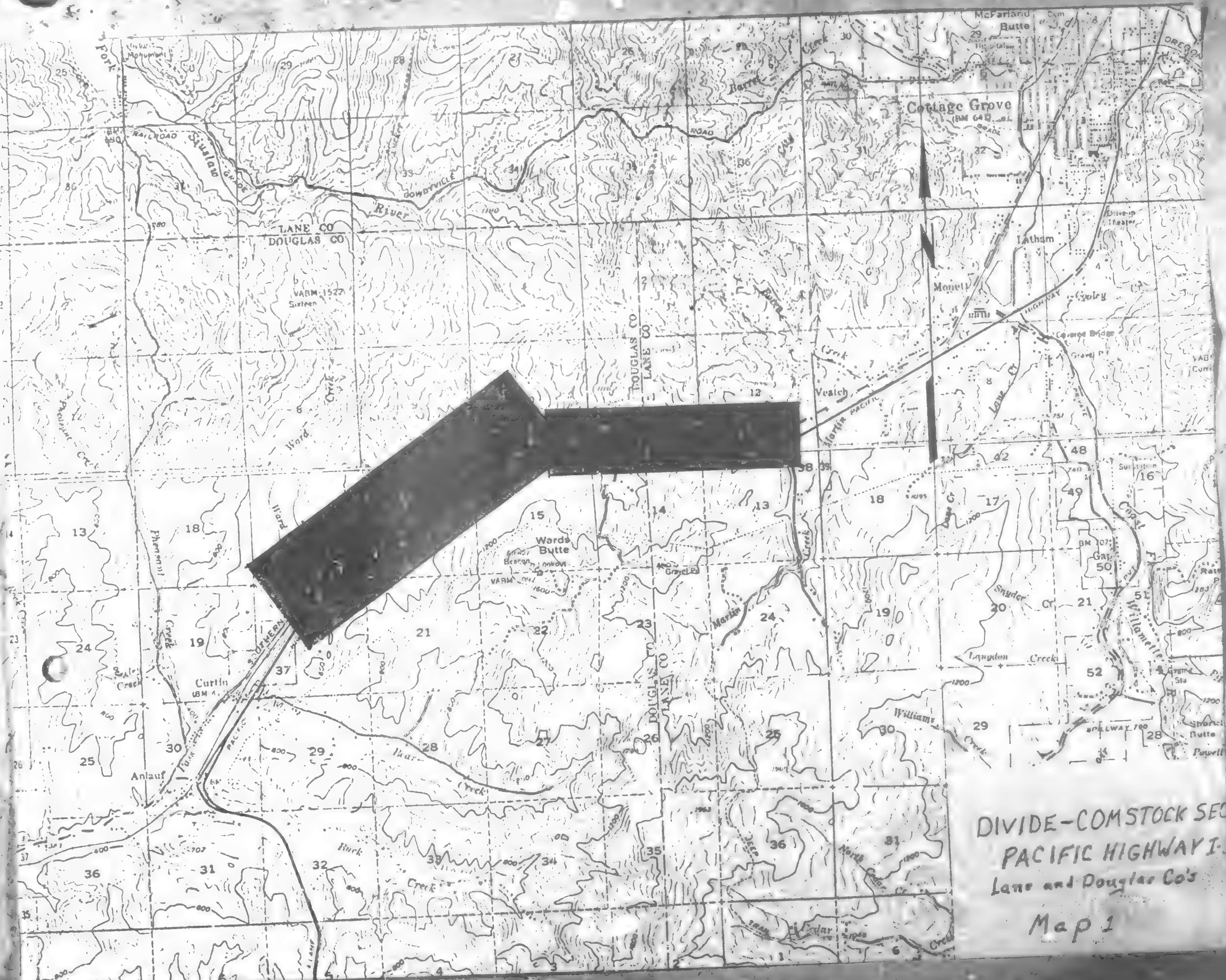
Y-Z - Extend frontage road to serve Longview Fibre Company, Black and a railroad access point:

Total property value	$ 120,400		$ 370,600
Value without access	67,150		195,250
Construction costs	156,960		357,480
Damages	14,000		32,200
Deficit	103,810	Deficit	194,430

The estimated cost of a service road to restore access to the railroad at K, L and M would be $1,300,000. This includes $750,000 for construction and $550,000 for maintenance. The damages for the frontage road systems does not include any cost for loss of access to the Comstock Cemetery or any cost for out-of-direction travel and any litigation that may be incurred in the right of way acquisition process.

Summation of total road system.

Total property value	$ 892,535
Value without access	512,015
Construction cost (does not include cost to access cemetery)	836,480
Damages	68,400
Additional to provide land service (deficit)	392,865


Cottage Grove
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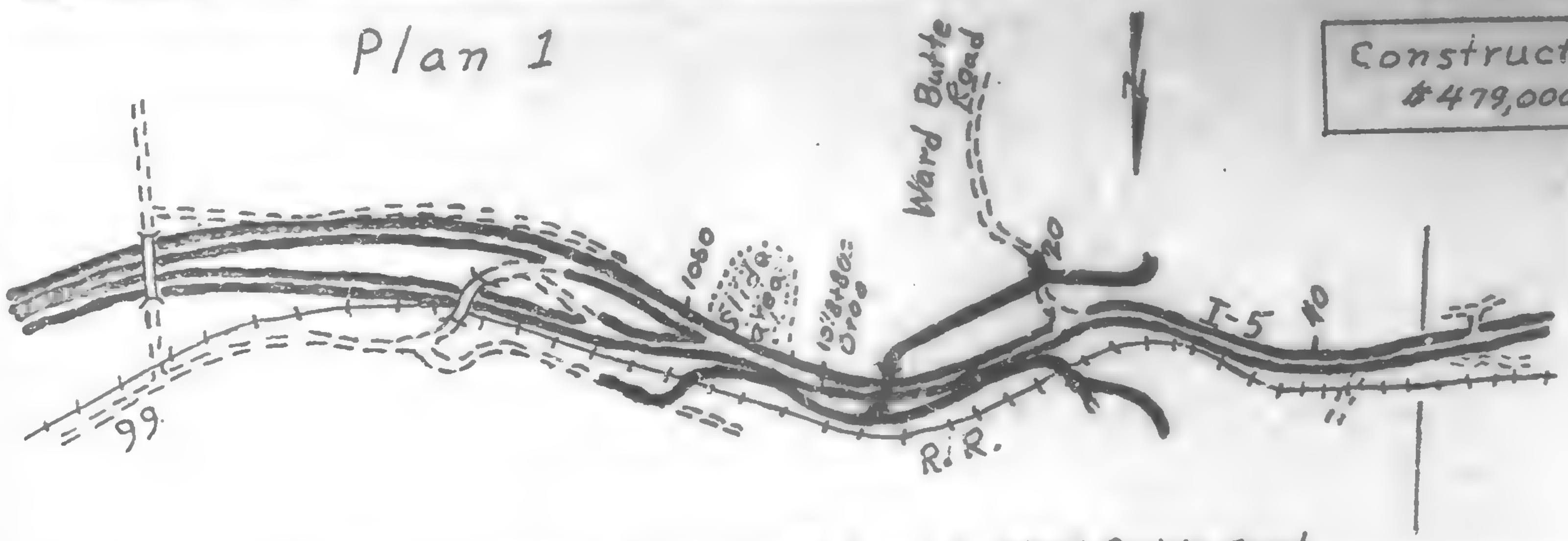
Martin Creek
Veatch
Coast Fork Willamette
Williams Creek
Langdon Creek
Snyder Cr
Lane Cr
Buck Creek
Bear Creek
Pheasant Creek
Cedar Creek
SOUTHERN PACIFIC
HIGHWAY
Gap

DIVIDE-COMSTOCK SEC
PACIFIC HIGHWAY I-5
Lane and Douglas Co's

Map 1

Plan 1


Ward Butte Road
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1078+80= 0+00
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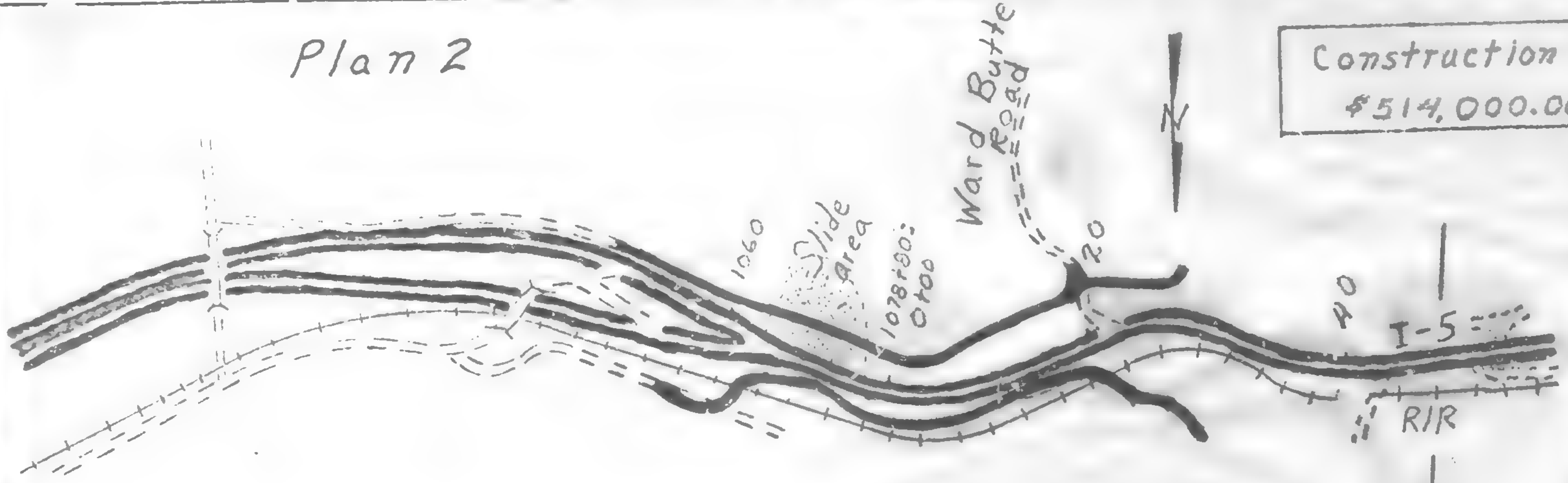
Single Frontage Road, with spur to Ward Butte Road

Construction Cost
$479,000.00

Note:
Recommended Frontage road System.

Plan 2

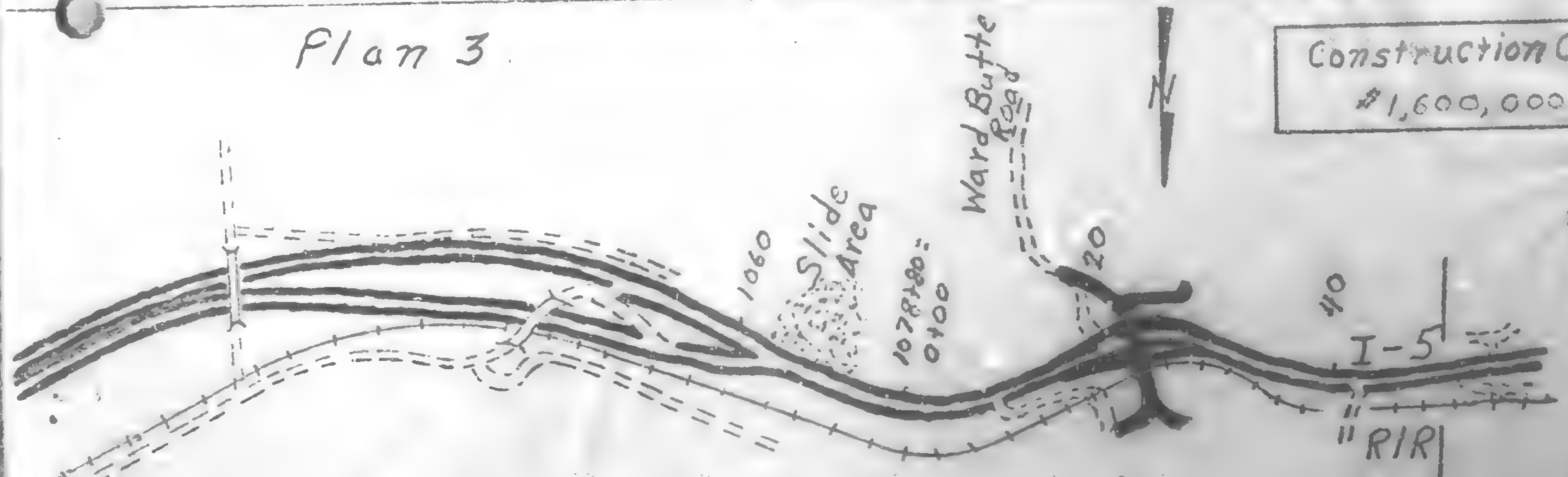

Ward Butte Road
N
1060
Slide Area
1078+80= 0+00
20
40
I-5
R/R

Double Frontage Road, extend existing

Construction Cost
$514,000.00

Note:
This system is not recommended due to unknown factors thru slide area.

Plan 3


Ward Butte Road
N
1060
Slide Area
1078+80= 0+00
20
40
I-5
R/R

Interchange (Grizzly Creek)

Construction Cost
$1,600,000.00

Note:
This system is not recommended because of limited space and excessive cost.

SKETCH MAP
DIVIDE-COMSTOCK SECT
LANE & DOUGLAS CO's
Map 2

7037

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 26, 1973

In reply refer to: 10-35-DB

SUBJECT: Oregon Project I-5-3(3)163
Divide-Anlauf Section
Design - Soil Exploration

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Attached is a copy of Mr. Munoz's trip report discussing potential soils problems along the subject section of I-5.

I urge you to consider Mr. Munoz's recommendation that State highway employees involved in subsurface soils exploration and testing observe our demonstration project to be conducted in Colorado the week of July 16. Some of the new techniques being demonstrated should be beneficial in their work on this and future projects in Oregon

G.K. [illegible]
for G. L. Green

Attachment

RECEIVED
STATE HWY ENGR
JUN 27 '73
REFER TO Hunter - HA
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig- 6-28-73

cy Klaboe

Oregon Div.

Form FHWA-137
(7-68)

FIELD TRIP REPORT
(See instructions on reverse)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Divide [illegible]

DATE
June 15, 1973

TO
Mr. Hugh B. Henry, Director
Office of Environment and Design
Portland, Oregon

FROM
Andy Muñoz Jr. Andy Muñoz Jr.
Regional Soils Engineer
Portland, Oregon

INCLUSIVE DATES
From June 7, 1973 To June 8, 1973

ITINERARY

Portland, Oregon to Salem to Cottage Grove, Oregon and return.

PURPOSE

1. To meet with State and Division and discuss remedial design on Bay Ocean Road Slide near Tillamook.
2. To make field inspection and meet with State and Division and discuss potential soils problems on a 4 mile section of I-5 just south of Cottage Grove which will be upgraded to Interstate standards.

PRINCIPAL CONTACTS

(See Attached)

ACCOMPLISHMENTS OR RESULTS

(See Attached)

SUBSEQUENT ACTIONS TAKEN

(See Attached)

RECOMMENDATIONS

(See Attached)

OTHER PERTINENT ITEMS

(None)

cc: Oregon Division
C & M
Washington Office (HHO-35)

Replaces Form PR-13 (R 2-63) which is obsolete.

Section of I-5 just South of Cottage Grove

This section of the interstate is programed for upgrading to interstate standards by widening by approximately 30 to 50 ft. The project is in the Final Alinement Location Phase and a Design Hearing has been tentatively scheduled for the latter part of July.

Generally the horizontal alinement as proposed appears to be the best possible for the existing conditions, however, minor alinement shifts could possibly be made which could eliminate some problems and result in tremendous dollar savings. As an example, in the area of station 8+00 it was noted that a 7 ft. alinement shift could eliminate a good size cut (= 90'). In the area of station 101+00 it appears beneficial to move the horizontal alinement away from a landslide prone mountain. In some areas it might become a little tight with a creek on the opposite side, but the widening might possibly be accomplished by using either bin walls, Reinforced Earth or Gabions. Throughout this 4-mile section of I-5, the potential for landslides is high. There is presently some side activity taking place in some sections of this area but luckily have not noticeably affected the interstate. Minor cuts into some of these areas without providing remedial design to be constructed as excavation proceeds could create major problems. In most areas, adequate subsurface information for remedial design were not available. A soil and geology report was prepared on May 1967.

The following recommendations were made:

1. A soil reconnaissance should be made by the Location Engineer, Soils Engineer and Regional Geologists as soon as practical. This field reconnaissance would serve to:
    a. Make decision on final horizontal alinement.
    b. Pin-point areas needing further subsurface investigation or installation of instrumentation.
2. So as not to hold up design progress, the Design Hearing should be held as scheduled. After the field reconnaissance, the horizontal alinement should be pretty definite and we should have some idea on potential problems and how to design for them.

- more -

PRINCIPAL CONTACTS:

Oregon State Highway Division

Fred Yarbrough - Soils Engineer - Central Office
Elliot Parker - Regional Geologist - Region 3
Rod Halten - Assistant Regional Geologist
Bud Shirley - Regional Engineer - Region 3
Bob Hector - Office Location Engineer - Central Office
Bill Fretwell - Regional Geologist - Region 2
Jerry Wimer - Assistant Regional Engineer - Region 2

FHWA

Tom Lowe - Area Engineer
Paul Riedl - Area Engineer

ACCOMPLISHMENTS or RESULTS:

Bay Ocean Road Slide

A meeting was held at the State Salem office with Messrs. Wimer, Fretwell and Riedl to discuss the design of remedial alternates available for stabilizing this slide. A field inspection of this problem area was made earlier this year. The remedial design has "boiled down" to essentially 2 alternates:

1. Removal Scheme - involves excavating of approximately 38,000 cub. yds. of sliding material plus drainage.

2. Restraining Scheme - involves the construction of a shear key - buttress combination. Since space between the sliding mass and the roadway is minimal, the existing buttress will need to be evaluated and replaced as designed. Drainage will also be required.

Either of the design alternates will stabilize the slide and the deciding factor will be economics. The State will perform an economical analysis and let us know of the results.

- more -

3. In order to make the required analyses, a testing program will need to be formulated. It will essentially consist of:

   a. Obtaining undisturbed samples.

   b. Running shear strength tests - since much of this area has already experienced movements of some kind, residual strength values will be required.

At the present time, the State is not fully equipped to obtain undisturbed samples or the necessary shear strength values. This appears to be an excellent opportunity and location to have our Demonstration Project No. 12 team perform. Demonstration Project (D.P.) No. 12 will demonstrate subsurface exploration methods and the use of modern equipment and laboratory techniques to sample, test and evaluate subsurface material. In addition to showing the State some drilling, sampling and field and laboratory testing equipment they could also be performing some production work, i.e., drill data and test results would be used in the design phase.

SUBSEQUENT ACTIONS TAKEN:

The soil reconnaissance has been scheduled for June 18 and 19 and I will be part of the reconnaissance party where the final horizontal line will be determined and areas needing further subsurface investigation will be pin-pointed.

I contacted the project manager for D.P. #12 and made a formal request for the team to visit Oregon but due to previous commitments this will not be possible. The demonstration will be in Colorado during the week of July 16 and it may be beneficial to the State to send a couple of men to the demonstration there. This alternative will be pursued once more details are obtained from the Regional Soils Engineer on the proposed activities in Colorado.

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1041 1

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1973

SUBJECT: Comstock-Anlauf Section
Interstate 5
Property Owner Contact

To:

MEMO TO FILES

Recently, Mr. Albert R. Irvine contacted this office to discuss access through his property on the subject section. He complained of the taking and suggested an alternate location for the access road as shown on the attached map. I advised him that I would investigate to see if an alternate was feasible and make recommendations and/or modifications accordingly. We have done so and found the following:

	Proposed	Alternate
Length:	830 feet	1,400 feet
Cost:	$36,000	$64,000
Geology:	Low cuts to minimize slide potential.	Very severe foundation problems and slide potential.

Since the cost and geology factors favor the original proposal, this office recommends no change in the present access design.

NOTED
E. S. HUNTER

Robert D. Hector
Location Design Engineer

RDH:jp
Attach
cc: V.D. Wolfe
Alfred Shirley
J.B. Boyd
D.C. Bagger

Approved
5-9-73
Victor D. Wolfe
Location Engineer
By Location

RECEIVED
MAY 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Divide - Comstock
Highway: Pacific (FAR 3)
County: Lane and Douglas
Prefix: 610-1985

Res. Engr.
Approx. Length 3.86± miles
Sta. LN 1049+90± to Sta. 192+50±
Date March 20, 1973

Mean Truck A.D.T. 2,711
Traffic Coefficient 12.1
18 kip s. a. per day 1,562.9

Annual Precipitation 47"± (Cottage Grove)
Frost Penetration - - - -
CBE Total Requirement 40.5"

(1)

Typical Soil

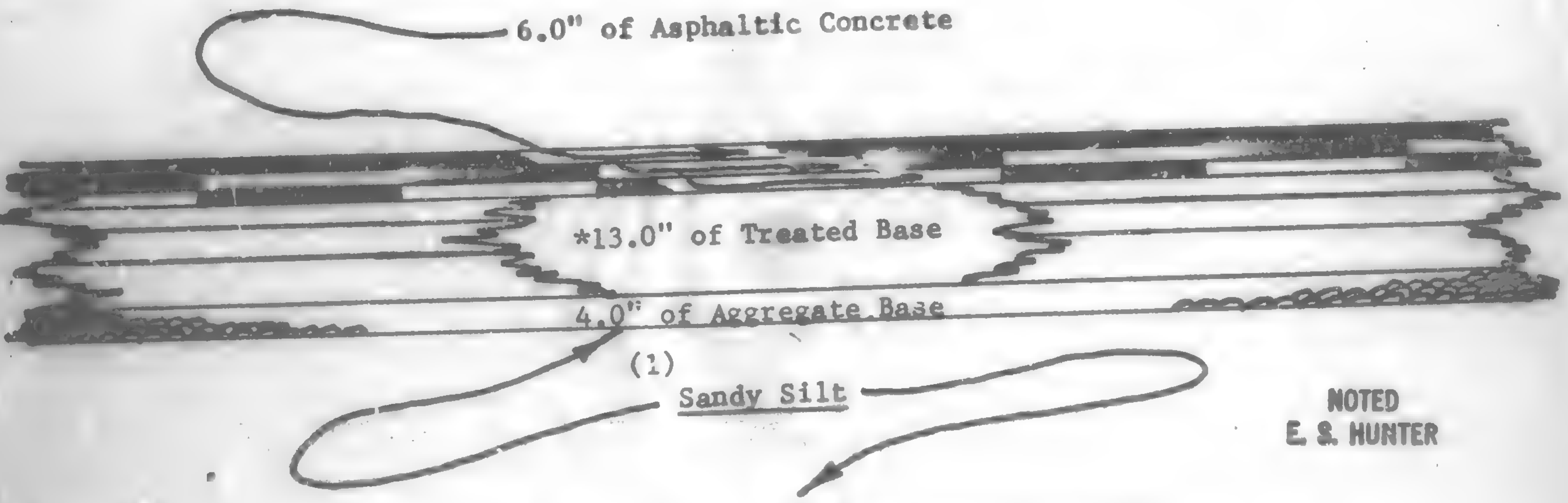
35	LL
8	PI
90	%P 10
57	%P 200
10	% Gravel
12	% C Sand
21	% F Sand
38	% Silt
19	% Clay
6	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
12.0"	6.0"	A.C.
23.5"	13.0"	T.B.
4.0"	4.0"	A.B.
39.5"	23.0"	

STRUCTURAL SECTION



NOTED
E. S. HUNTER

*Treated Base to be applied in three lifts of 6.0", 4.0", and 3.0".

Submitted by
Base Design Engineer

Recommended by John C. Jenkins
Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by
Asst. State Highway Engineer

RECEIVED
MAR 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Project Engineer
[illegible] Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Asst. Planning Engineer

SECTION: Divide - Comstock

HIGHWAY: Pacific (FAR 3)

COUNTY: Lane and Douglas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	T.B.	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
11.0 - 12.0	4.0"	8.0"	---	16.0"	38.5"	28.0"
10.0 - 11.0	4.0"	6.0"	---	16.0"	35.0"	26.0"
9.0 - 10.0	4.0"	5.0"	---	14.5"	31.5"	23.5"
8.0 - 9.0	3.5"	4.0"	---	14.5"	28.5"	22.0"
7.0 - 8.0	3.5"	4.0"	---	11.0"	25.0"	18.5"
6.0 - 7.0	3.0"	---	---	15.5"	21.5"	18.5"
4.8 - 6.0	2.0"	---	---	14.5"	18.5"	16.5"
Cars Only	2.0"	---	---	9.5"	13.5"	11.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Divide - Comstock
HIGHWAY: Pacific (FAR 3)
COUNTY: Lane and Douglas

13,200 Present ADT (1973)

15.9 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	315	1.58	498	407	450	183,150
3	125	1.58	198	162	1000	162,000
4	50	1.58	79	65	1250	81,250
5	1600	1.58	2528	2064	3180	6,563,520
6	10	1.58	16	13	2570	33,410
				2711	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 7,023,330

TWENTY YEAR EWL 140,466,600

TRAFFIC COEFFICIENT 12.1

SECTION: Divide - Comstock

HIGHWAY: Pacific (FAR 3)

COUNTY: Lane and Douglas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair Poor
   Remarks:
5. Cost Comparisons: See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., P.C.C., or Oil
7. Stage Construction: Not part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: See Remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: See Remarks.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

Asphaltic concrete surfacing was chosen for this section both for continuity of surfacing with adjacent sections and to facilitate maintenance of potential and existing slide problems in the area. Asphaltic Concrete is also desirable from a standpoint of maintaining traffic during construction.

7027

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

February 8, 1973

To: Mr. Victor D. Wolfe
Location Engineer

SUBJECT: Divide-Anlauf Section
Interstate 5
Hydraulics Report

NOTED
E. S. HUNTER

Attached is the hydraulics report on the subject section and in particular on Pass Creek. The study concludes that peak flows have been reduced significantly by virtue of available storage upstream from each major culvert crossing and that because of this storage, the existing facilities would be adequate to convey a 50-year design flood if submergence of the inlets is not considered undesirable. Headwalls with wingwalls and beveled inlets are recommended for each culvert to increase their hydraulic efficiency over that of projecting inlets.

If it is felt that larger culverts are needed, consideration should be given to adverse effects of increased peak flows in the downstream reaches. Complete elimination of storage at each culvert could result in peak flows during a design flood 75 to 100 percent greater than would be observed under existing conditions.

Fish passage is an important consideration. The existing facilities have provided adequate passage and it is felt that short extensions of these structures will not reduce their effectiveness.

Comments have been made in the report on minor drainage problems found throughout the project and tentative solutions have been suggested.

Richard L. Lenz
Richard L. Lenz
Hydraulics Engineer

Attachment

RLL:mc

cc E. S. Hunter ✓
F. L. Hall
W. J. Hart
J. H. Versteeg
Don Byard

RECEIVED
FEB 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HYDRAULICS REPORT

DIVIDE-ANLAUF SECTION
INTERSTATE 5
February 1973

Divide-Anlauf Section is located in Douglas County approximately 3.5 miles southwesterly of Cottage Grove. In this section Interstate 5, the Southern Pacific Railroad and Pass Creek, a tributary of the Umpqua River, are confined to the narrow Pass Creek canyon resulting in numerous channel crossings.

Two drainage studies on Pass Creek were conducted during the early location stages by Mr. Fred Barnes, Hydraulics Engineer in 1967, and Mr. Geary Worth, Resident Engineer. Both studies were only preliminary in nature and did not include a detailed study of the basin hydrology and hydraulic operation of the existing channel. Peak discharges were estimated from design charts in Technical Bulletin 19 and do not adequately define runoff conditions in the Pass Creek Basin.

HISTORY

During 1952 reconstruction of the Pacific Highway in Pass Creek canyon, extensive channelization of the creek occurred. Eight circular multiplate culverts ranging in size from a 72-inch to a 138-inch were used to convey flood waters from one side of the highway to the other.

The largest flood of record probably occurred January 10, 1961. Data from stream flow records for gages in adjacent basins together with information from Highway Division personnel and local residents verify the severity of this flood. Although specific measurements at the subject culverts are not available to indicate magnitudes of past floods, information obtained from maintenance personnel suggests that during the runoffs of 1961 and 1964 the existing culverts were operating at crown-full capacity. Mr. John Gunter, Maintenance Engineer in 1961 and 1964, stated that the 1964 flood was larger in the upper Pass Creek basin while the 1961 flood was larger in the lower basin. On December 21, 1964 Mr. John Quiner, former Region Construction Engineer, and Mr. Geary Worth, Resident Engineer, inspected several multiplate culverts and found them to be operating full and intermittently submerged.

Debris has been a problem in the past. Mr. Clarence Carter, retired maintenance forman, stated that during one flood a 30-foot alder plugged the 96-inch culvert at Station 50+64. This tree probably was uprooted by flood waters which were eroding channel banks upstream.

HYDRAULIC OPERATION OF EXISTING CHANNEL

Normal unobstructed flow depths in Pass Creek during major floods range between four and seven feet. Introduction of the large circular culverts has increased the flow depth at the inlets of these facilities by as much as one hundred percent. During major floods high headwater depths force water out of the channel and into flood plain areas, causing part of the runoff to go momentarily into storage. A substantial reduction in peak flows is possible because of the amount of storage available upstream from the culverts.

HYDROLOGY

The subject reach of Pass Creek is located in the extreme upper part of the basin where the creek is confined to a narrow canyon having an average channel gradient of one to two percent. Tributaries are steep and subject to rapid fluctuations in flow. Peak discharges tend to be less per square mile because of the long narrow basin shape than peak flows for basins having a more fan-shaped configuration.

The largest flood of recent record occurred January 10, 1961. Figure I is a graph comparing the recorded peak flows for this flood with those of a 50-year design flood in the Umpqua Basin as determined by regional analysis of gaging records. Direct application of the 50-year design curve in Figure I for accumulated drainage areas through the length of the project does not adequately define peak runoff in Pass Creek because of basin characteristics. For this reason flood routing methods were employed in estimating more reasonable peak discharges.

FLOOD ROUTING PROCEDURE

A dimensionless synthetic unit hydrograph, Figure III, was used to model individual tributary runoff patterns. Peak discharges from each subbasin were estimated from Figure I. Concentration times were then determined by use of the Rational Formula assuming an average runoff coefficient of 0.20. Figure II is a map of the project area showing by number each major tributary. Hydrologic characteristics used in establishing flood hydrographs for the numbered basins are given in Table I.

Flood routing of the tributary hydrographs was completed assuming two separate conditions: (1) assuming no significant channel storage, and (2) assuming that the existing cross culverts would be extended thus allowing continued utilization of the available storage upstream from each crossing.

The effects of available storage, Table II, in Pass Creek can be seen by inspection of the routed hydrographs in Figures 4 through 11. Table III is a summary of the estimated peak discharges by station for the routed hydrographs with and without storage considerations.

LEGAL CONSIDERATIONS

Inspection of Table III will indicate a substantial increase in anticipated peak flows when storage is not provided. This would be the case if new facilities were built that would reduce the individual culvert headwaters to depths approaching the normal flow depth of the creek.

Since original construction in 1953, the large circular culverts appear to have produced some reduction in peak flows by virtue of channel and flood plain storage at each crossing. In the event that larger facilities are considered desirable, thought should be given to the possibility of increased peak flows and flooding at the downstream end of the project.

FISH PASSAGE

Pass Creek below Ward Butte Road is an active stream for production of anadromous fish and resident trout. Previous plans for extensive channel realignment and construction of large culverts having lengths in excess of 1,000 feet met with strong opposition from the State Fish Commission and State Game Commission. To protect the existing spawning areas and ensure continued migration into the upper Pass Creek basin, the Fish Commission has suggested that every effort be made to maintain the creek channel in its present state and that use of long culverts as proposed be reconsidered.

The existing culverts appear to be adequate for fish passage based on the present use of these structures by migrating fish. Preliminary discussions with Mr. Jim Lauman, State Game Commission, indicate that short extensions of these culverts on grade probably would not affect migration.

PROPOSALS FOR DRAINAGE FACILITIES

It is recommended that the existing facilities or culverts of similar size be utilized for conveyance of flood waters in Pass Creek. During their 20-year life, the structures have passed all flood waters without inundating the highway except for the one instance when a 30-foot alder plugged the culvert at Station 50+64; however, an alder of that size could plug any large culvert.

Table IV shows all the pertinent design data for the existing facilities when extended. It should be noted that when the headwater elevation given for a projecting entrance is compared with the headwater elevation given for a headwall entrance, a significant decrease in the water surface elevation is attained by using the inlet headwall. A further reduction in headwater depth can be provided by incorporating a bevel into the headwall.

It is recommended that headwalls and wingwalls be constructed at the inlets to each culvert and that the headwalls include a bevel to increase the hydraulic efficiency of the culverts. Table IV gives a comparison of headwater elevations under the various inlet treatments considered.

SPECIAL PROBLEM AREAS

High outlet velocities during peak floods coupled with sharp angles of impingement against the banks have the potential for erosion of the downstream channel in the immediate area of the outlet. It is suggested that these reaches of the channel be protected by Class 700 riprap or equivalent substitute.

Station 58+00 - A double 6' x 6' RCBC under the old highway should be removed to improve the alignment of a proposed channel change and to eliminate a potential debris barrier.

Station 99+00 - 24-inch concrete culvert is separated due to foundation problems.

Station 151+50 (Railroad Access Road) - a railroad access road crossing Pass Creek has been proposed at the subject station. A small timber structure immediately upstream from the crossing appears to have been slightly under-size for the floods of 1961 and 1964. Water during those peaks was up on the bridge beams but failed to inundate the private access road. Both upstream and downstream several acres of land adjacent to the creek were inundated during each of these floods, probably as a result of the clogged creek channel and backwater from the wood bridge.

A design 50-year routed flood peak of 600 cfs has been estimated for this crossing. It is recommended that either a 12' x 10' RCBC or 14'2" x 9'10" Structural Plate Arch be used for this crossing. The design assumes a 9-foot flow depth in the creek and a maximum differential water surface elevation of 0.4 foot between inlet and outlet.

Station 188+20 (Comstock Overcrossing) - An 18-inch storm sewer has been proposed by the field to drain the sag for this overcrossing. Mr. Clarence Carter, retired Maintenance Section Foreman, stated that during his 20 years as foreman, the undercrossing was flooded twice to a depth of about 8 feet indicating that the existing 18-inch system was not adequate.

Inspection of the 89-acre drainage basin shows the following breakdown in land use characteristics:

52 acres - Timber and brush
18 acres - Clearcut logging
19 acres - Cleared farm land
1.4 acres - Pavement

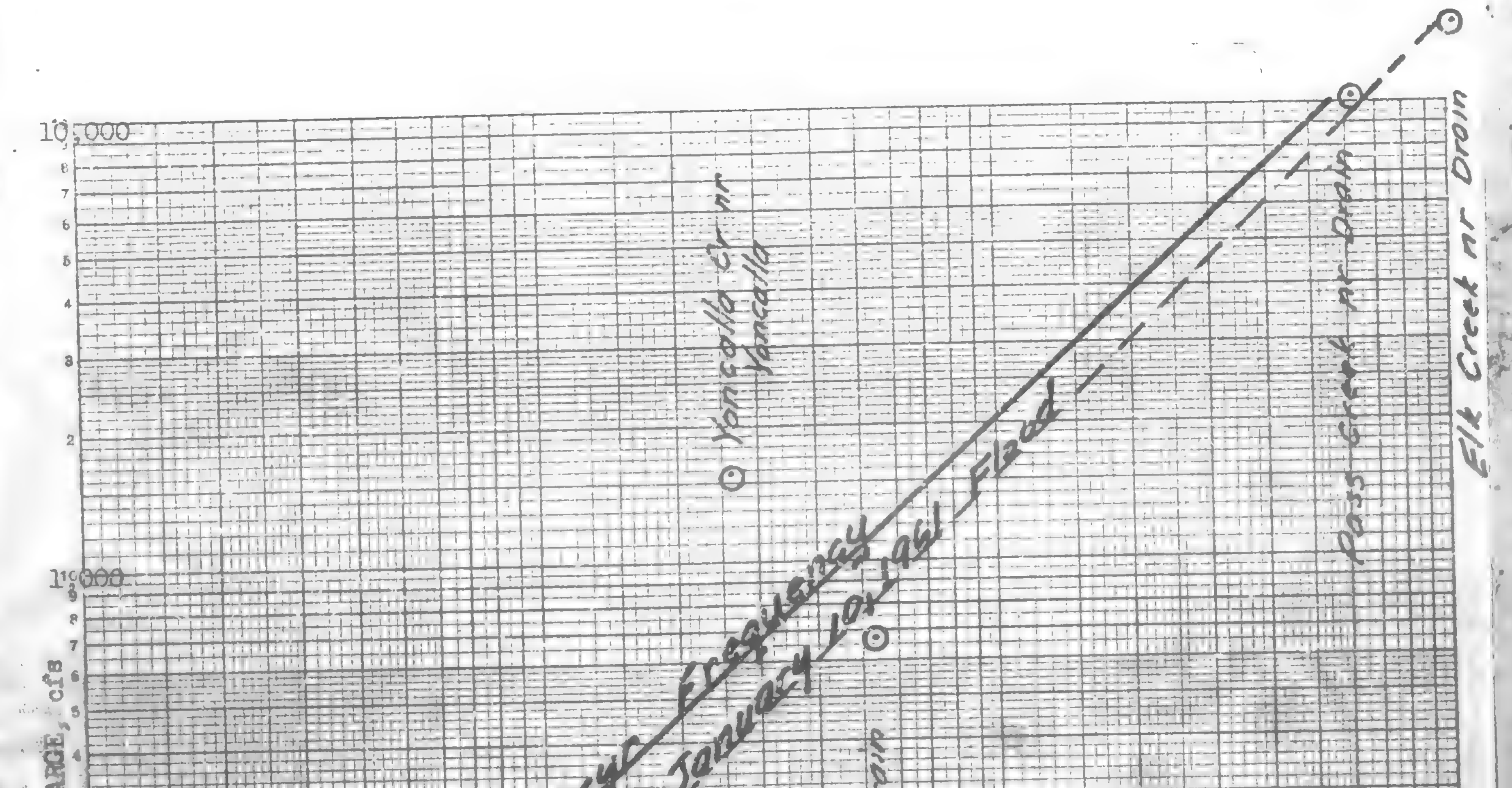
Runoff from this basin has been estimated to be 60 cfs for a 50-year design frequency. A suggested 48-inch storm sewer system to drain the sag is attached together with a drawing showing a special grated inlet for use in intercepting approximately 52 cfs from the major side drainage área. The inlet shown must be modified for the subject design and the Hydraulics Unit should be consulted during the design to ensure proper sizing of this facility.

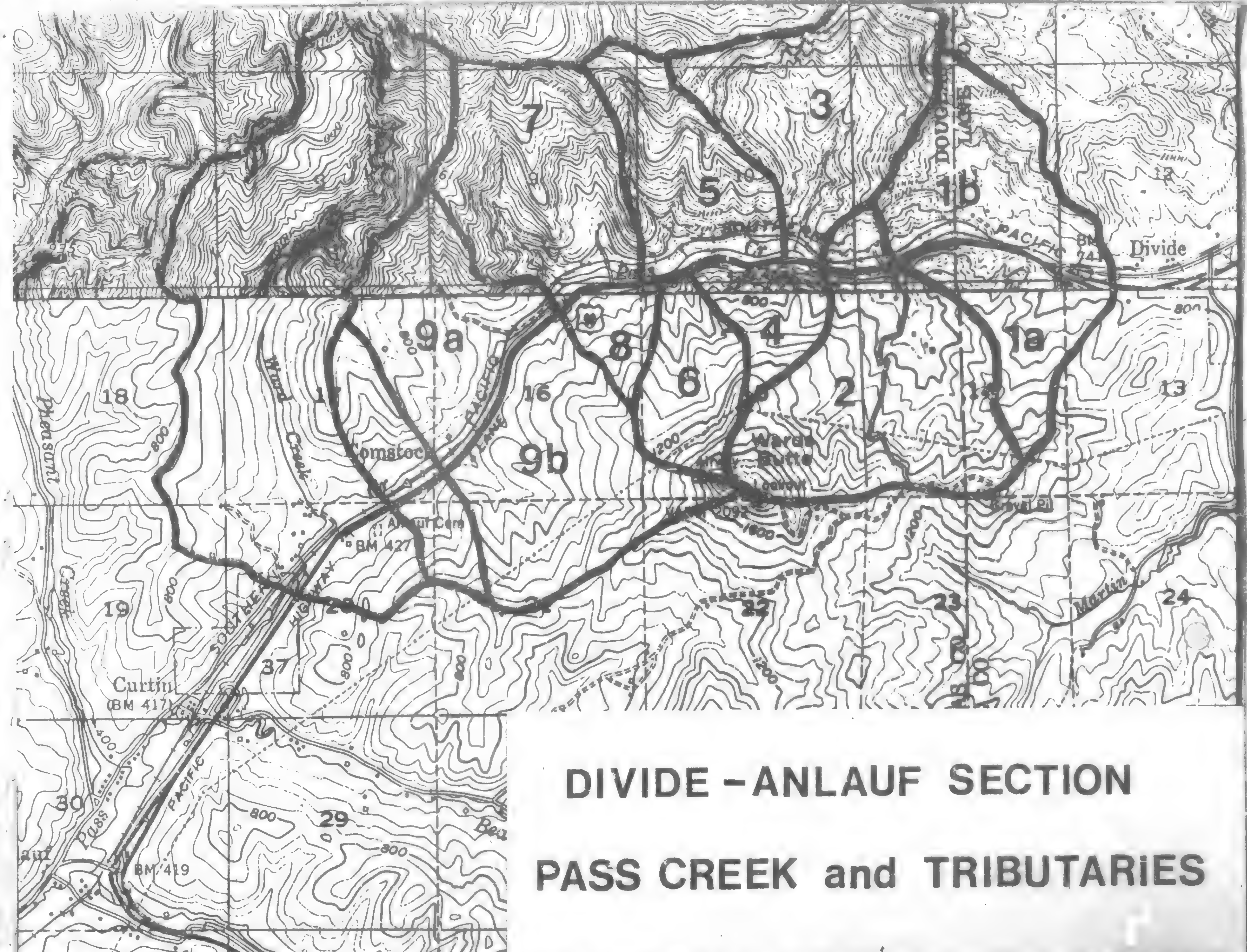
Victor D. Wolfe
Location Engineer
By Richard L Lenz
Richard L. Lenz
Hydraulic Engineer

SHM:jp

UMPQUA RIVER BASIN

FIGURE I

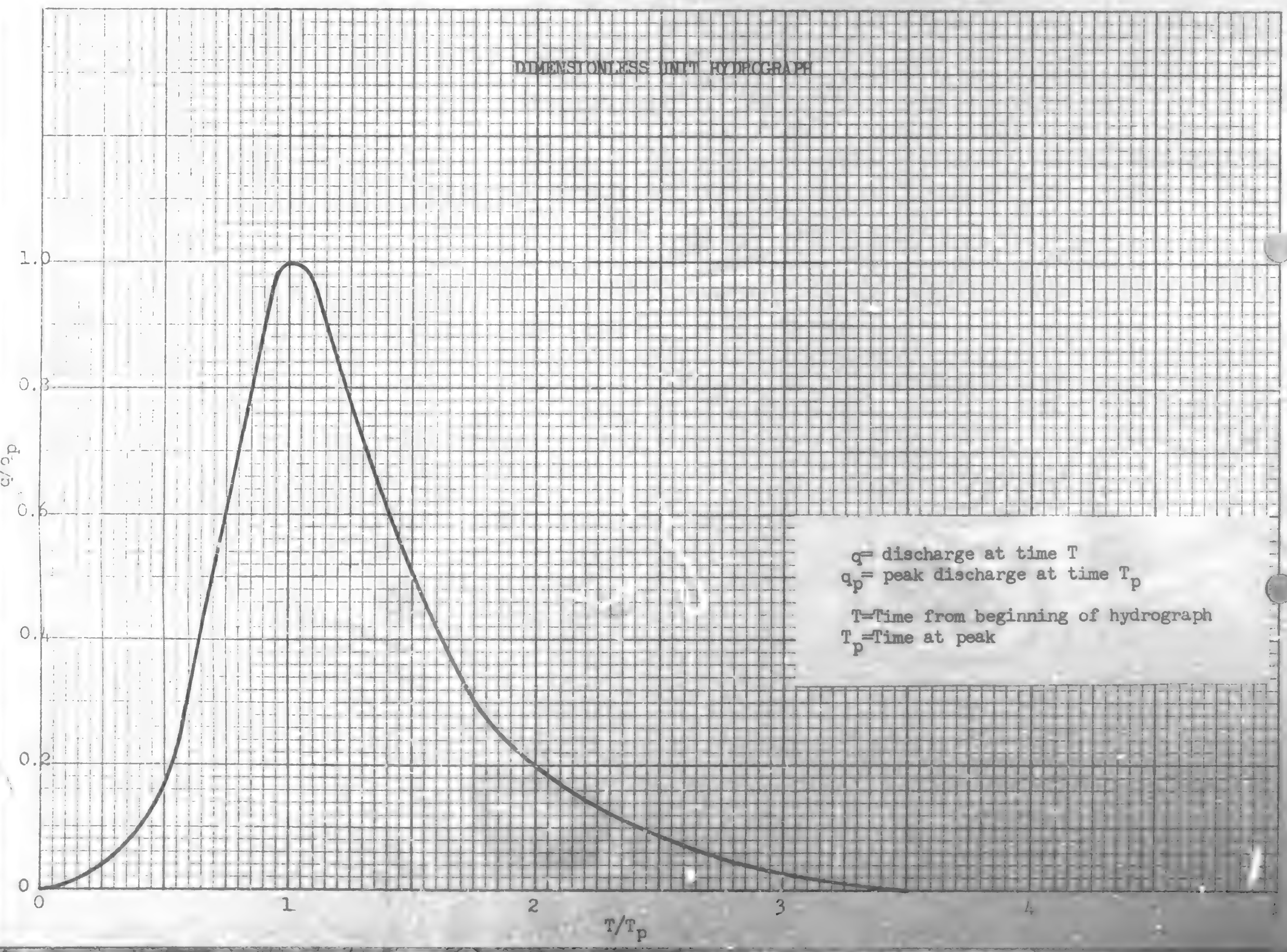



7
3
5
1b
9a
8
4
6
2
1a
9b
18
19
16
17
12
13
20
22
23
24
29
30
37
Pleasant Creek
Ward Creek
Comstock
Anlauf Cem
BM 427
Curtin
(BM 417)
BM 419
Pass
PACIFIC
SOUTHERN
HIGHWAY
Divide
DOUGLAS
LANE
Wards Butte
Lookout
Martin
800
1200
1600

DIVIDE - ANLAUF SECTION
PASS CREEK and TRIBUTARIES

K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

FIGURE II



q= discharge at time T
q_p= peak discharge at time T_p

T=Time from beginning of hydrograph
T_p=Time at peak

SYNTHETIC FLOOD HYDROGRAPH CHARACTERISTICS
PASS CREEK TRIBUTARY BASINS

TABLE I

BASIN NUMBER	DRAINAGE AREA acres	TIME TO PEAK T_p, min.	PEAK DISCHARGE q_p, cfs
1A	333	30	130
1B	371	29	150
2	832	34	310
3	602	31	230
4	103	27	44
5	371	29	150
6	256	28	105
7	666	32	250
8	58	22	28
9A	410	30	160
9B	576	31	220

1/ Peak flow, q_p, is based on a 50-year frequency runoff

2/ Average runoff coefficient assumed to be 0.20

AVAILABLE STORAGE

TABLE II

STATION L^4 LINE	STORAGE VOLUME acre feet
11 + 87	1.72
37 + 38	2.91
44 + 40	12.58
50 + 80	1.56
69 + 72	7.89
76 + 82	4.00
107 + 45	10.62
111 + 62	1.66
TOTAL STORAGE	42.94

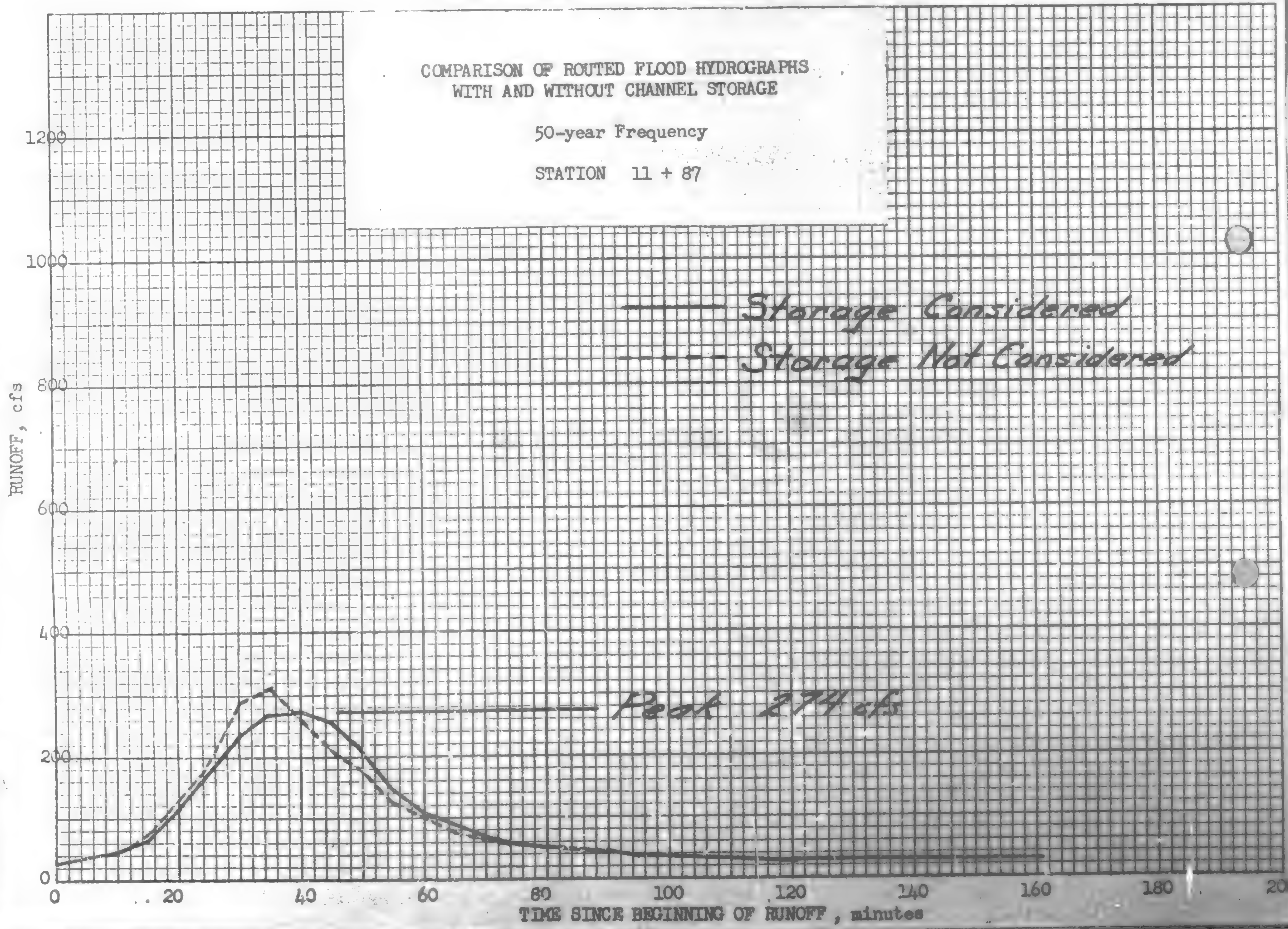
SUMMARY OF PEAK FLOWS

TABLE III

STATION L4 LINE	ROUTED PEAK FLOW W/O STORAGE cfs	ROUTED PEAK FLOW WITH STORAGE cfs
11 + 87	300	274
37 + 38	585	480
44 + 40	760	590
50 + 80	780	590
69 + 72	855	570
76 + 82	890	565
107 + 45	970	535
111 + 62	980	532

K•E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

FIGURE IV
DIVIDE-ANLAUF SECTION PASS CREEK



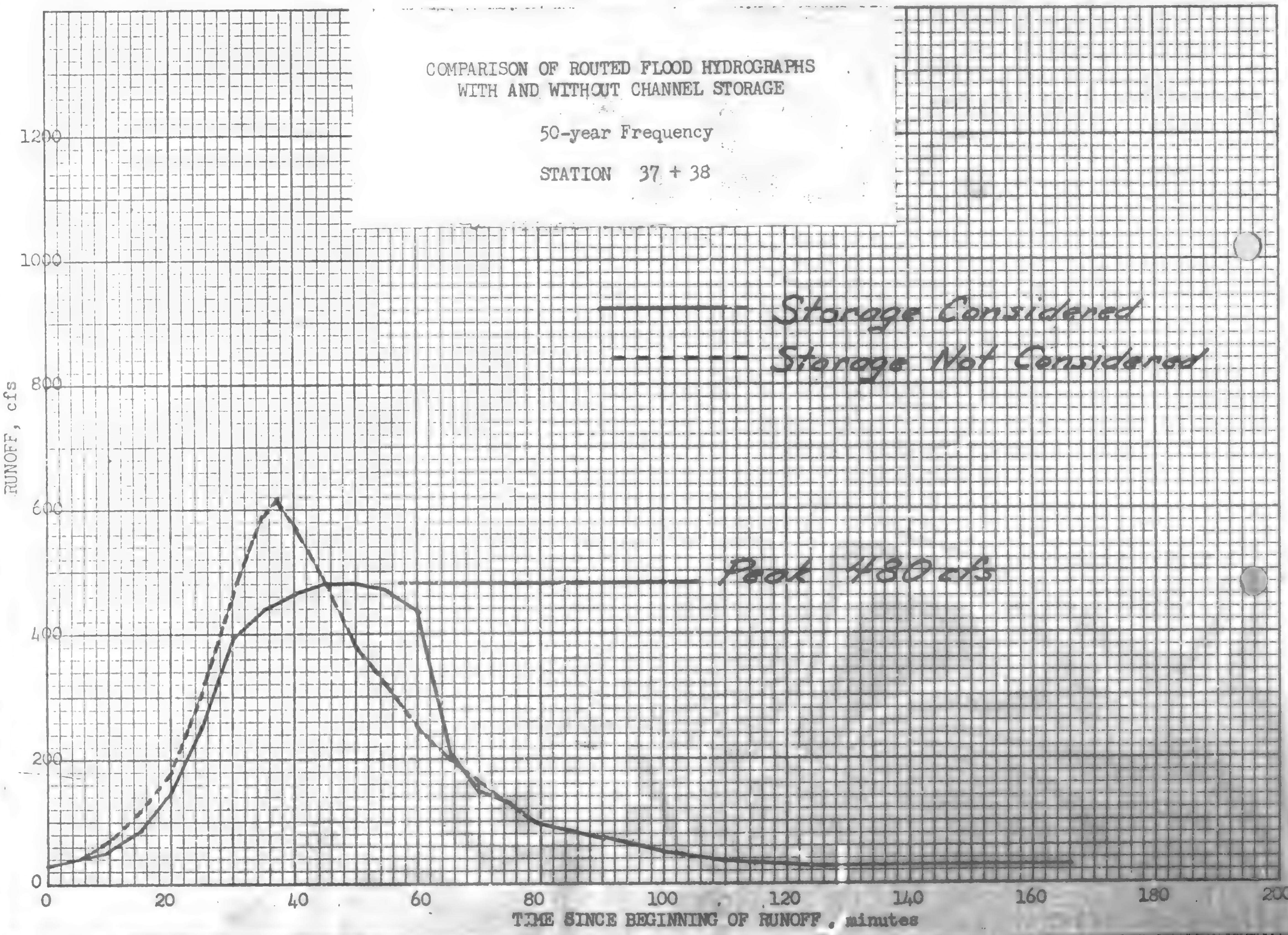
COMPARISON OF ROUTED FLOOD HYDROGRAPHS
WITH AND WITHOUT CHANNEL STORAGE

50-year Frequency

STATION 11 + 87

K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES
KEUFFEL & ESSER CO.

FIGURE V
DIVIDE-ANIAUF SECTION **PASS CREEK**



COMPARISON OF ROUTED FLOOD HYDROGRAPHS
WITH AND WITHOUT CHANNEL STORAGE

50-year Frequency

STATION 37 + 38

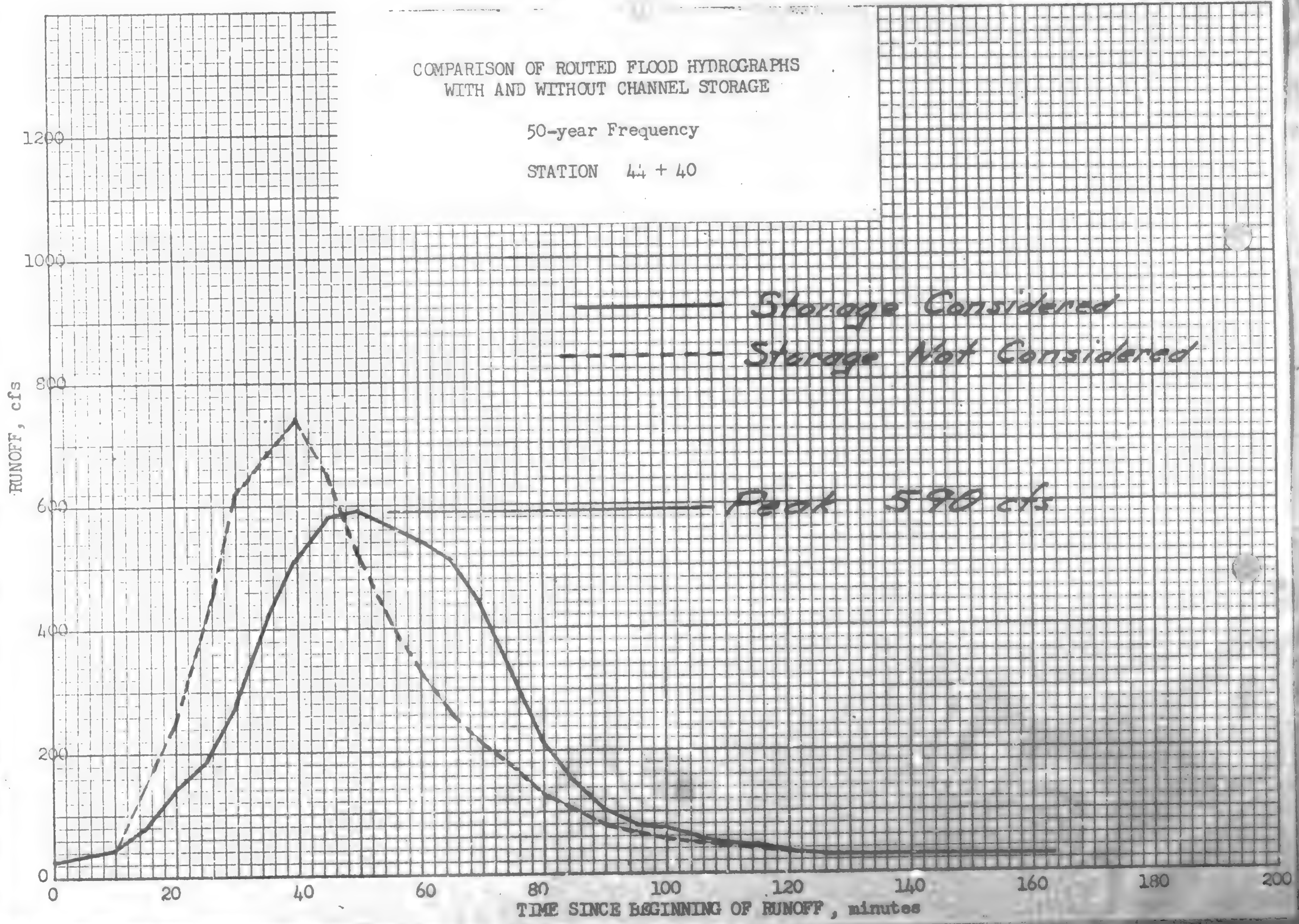
K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

FIGURE VI
DIVIDE-ANLAUF SECTION PASS CREEK

COMPARISON OF ROUTED FLOOD HYDROGRAPHS
WITH AND WITHOUT CHANNEL STORAGE

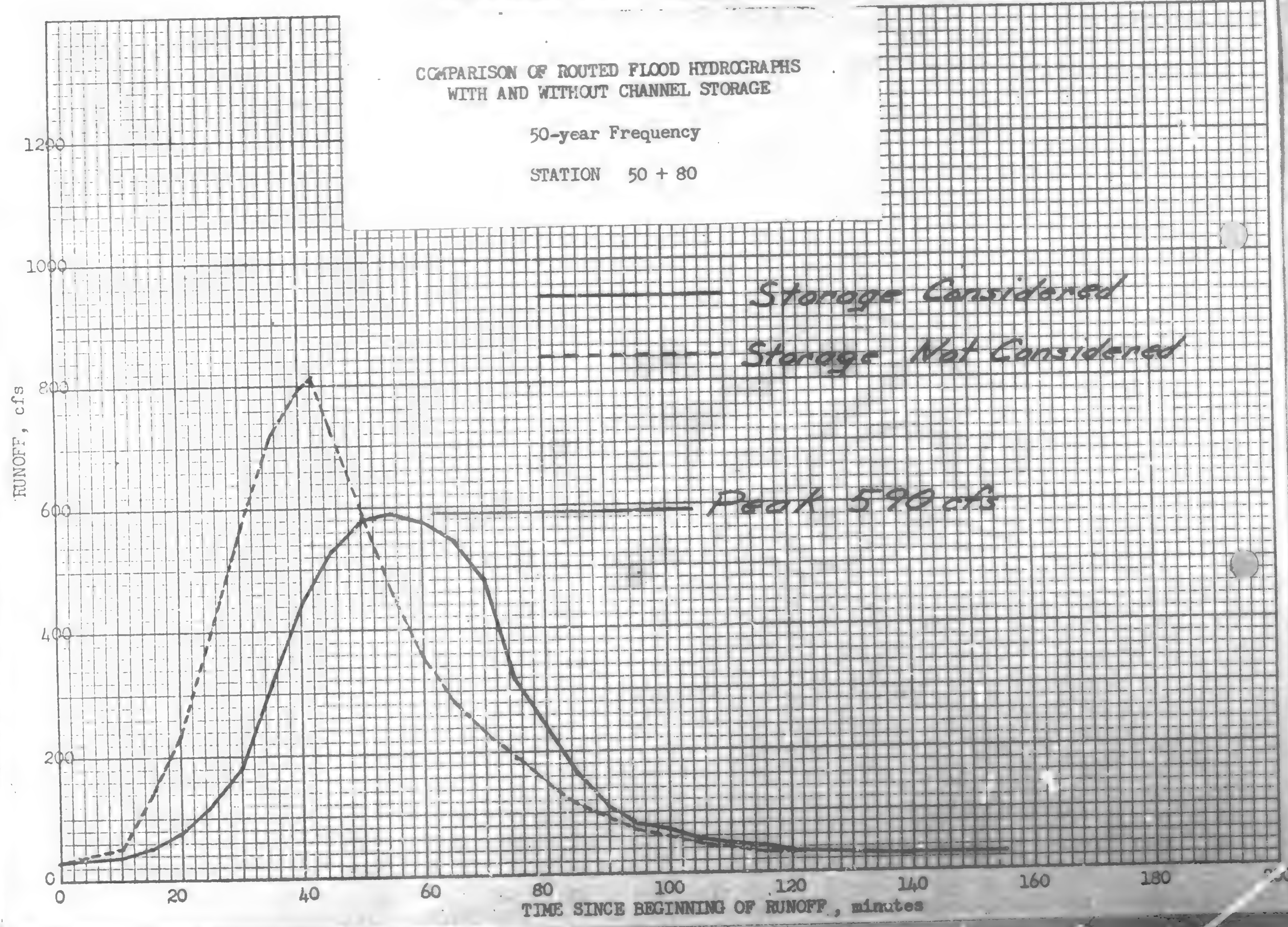
50-year Frequency

STATION 44 + 40



K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES
KEUFFEL & ESSER CO.

FIGURE VII
DIVIDE-ANLAUF SECTION **PASS CREEK**

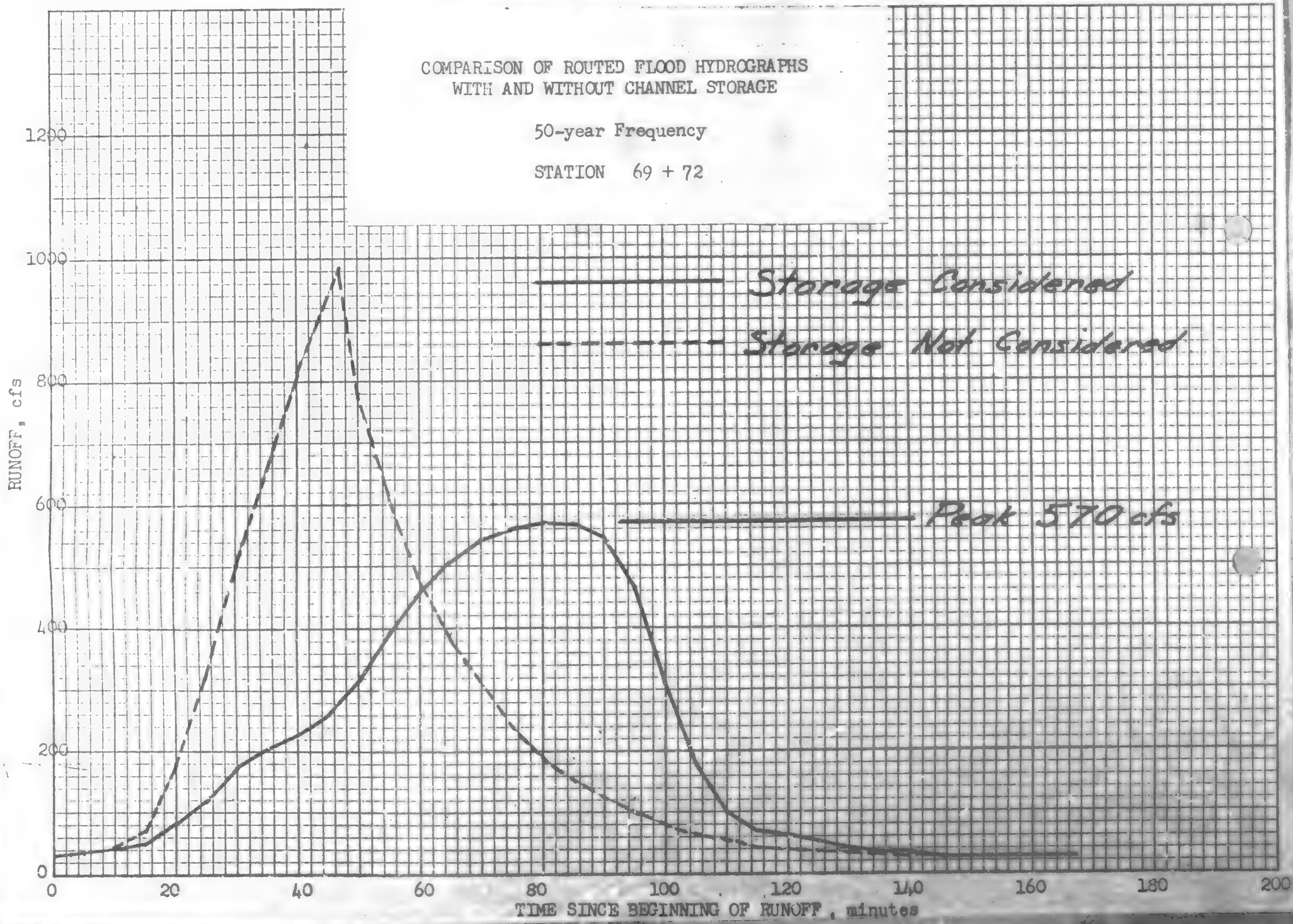

COMPARISON OF ROUTED FLOOD HYDROGRAPHS
WITH AND WITHOUT CHANNEL STORAGE

50-year Frequency

STATION 50 + 80

K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES
KEUFFEL & ESSER CO.

FIGURE VIII
DIVIDE-ANLAUF SECTION PASS CREEK



COMPARISON OF ROUTED FLOOD HYDROGRAPHS
WITH AND WITHOUT CHANNEL STORAGE

50-year Frequency

STATION 69 + 72

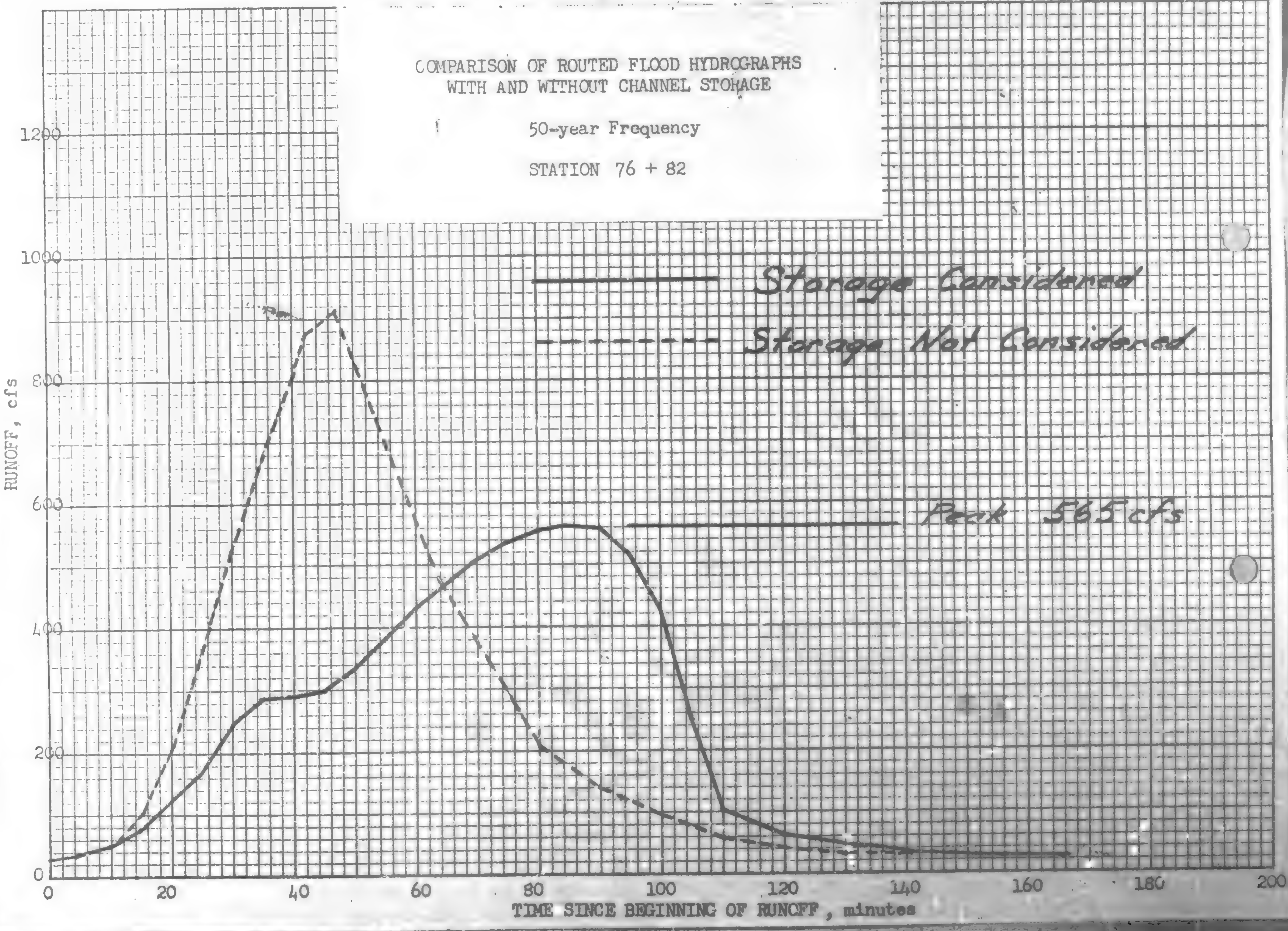
K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

FIGURE IX
DIVIDE-ANLAUF SECTION PASS CREEK

COMPARISON OF ROUTED FLOOD HYDROGRAPHS
WITH AND WITHOUT CHANNEL STORAGE

50-year Frequency

STATION 76 + 82



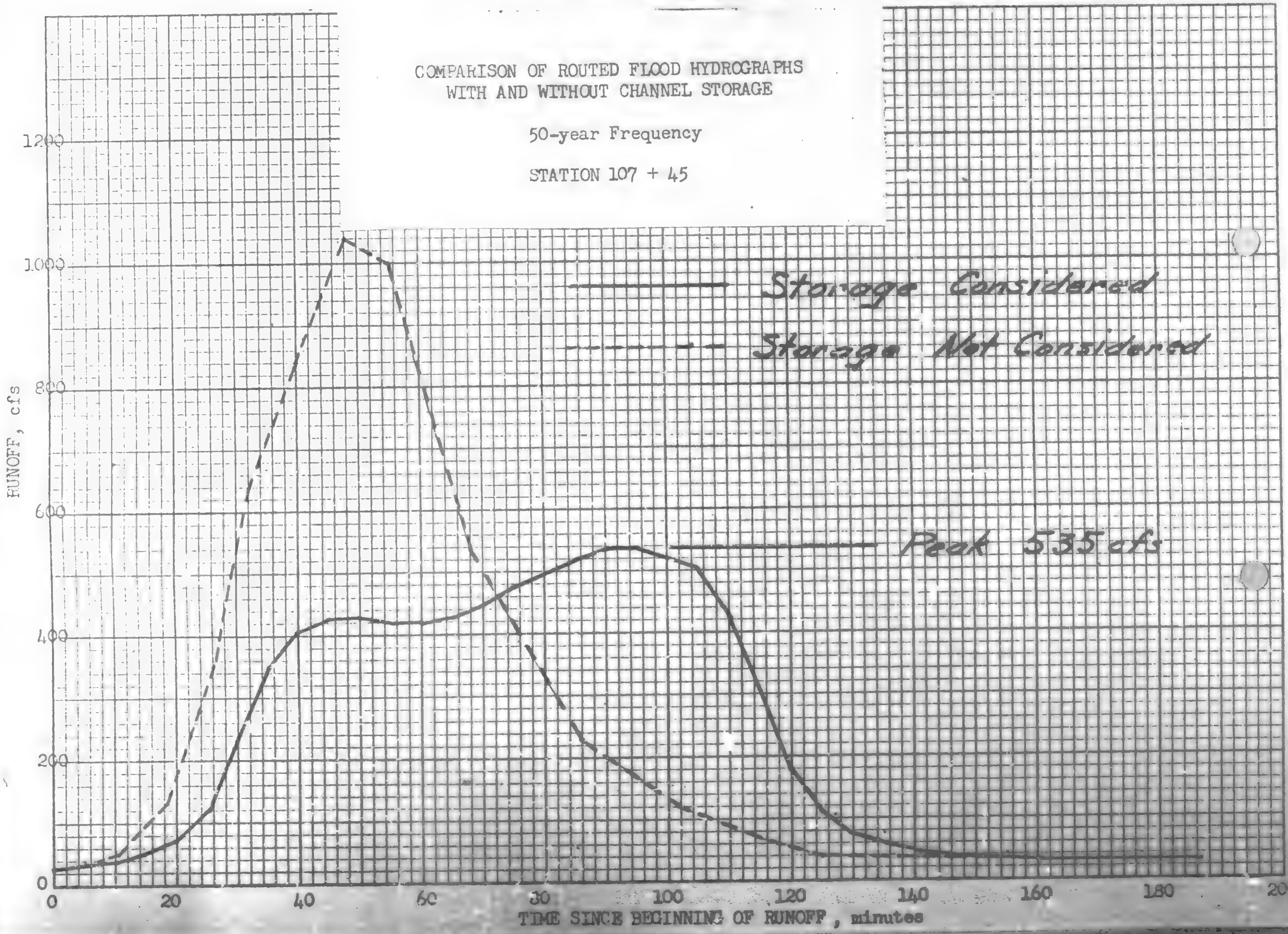
K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

FIGURE X
DIVIDE-ANLAUF SECTION PASS CREEK

COMPARISON OF ROUTED FLOOD HYDROGRAPHS
WITH AND WITHOUT CHANNEL STORAGE

50-year Frequency

STATION 107 + 45



K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

FIGURE XI
DIVIDE-ANLAUF SECTION **PASS CREEK**

COMPARISON OF ROUTED FLOOD HYDROGRAPHS
WITH AND WITHOUT CHANNEL STORAGE

50-year Frequency

STATION 111 + 62

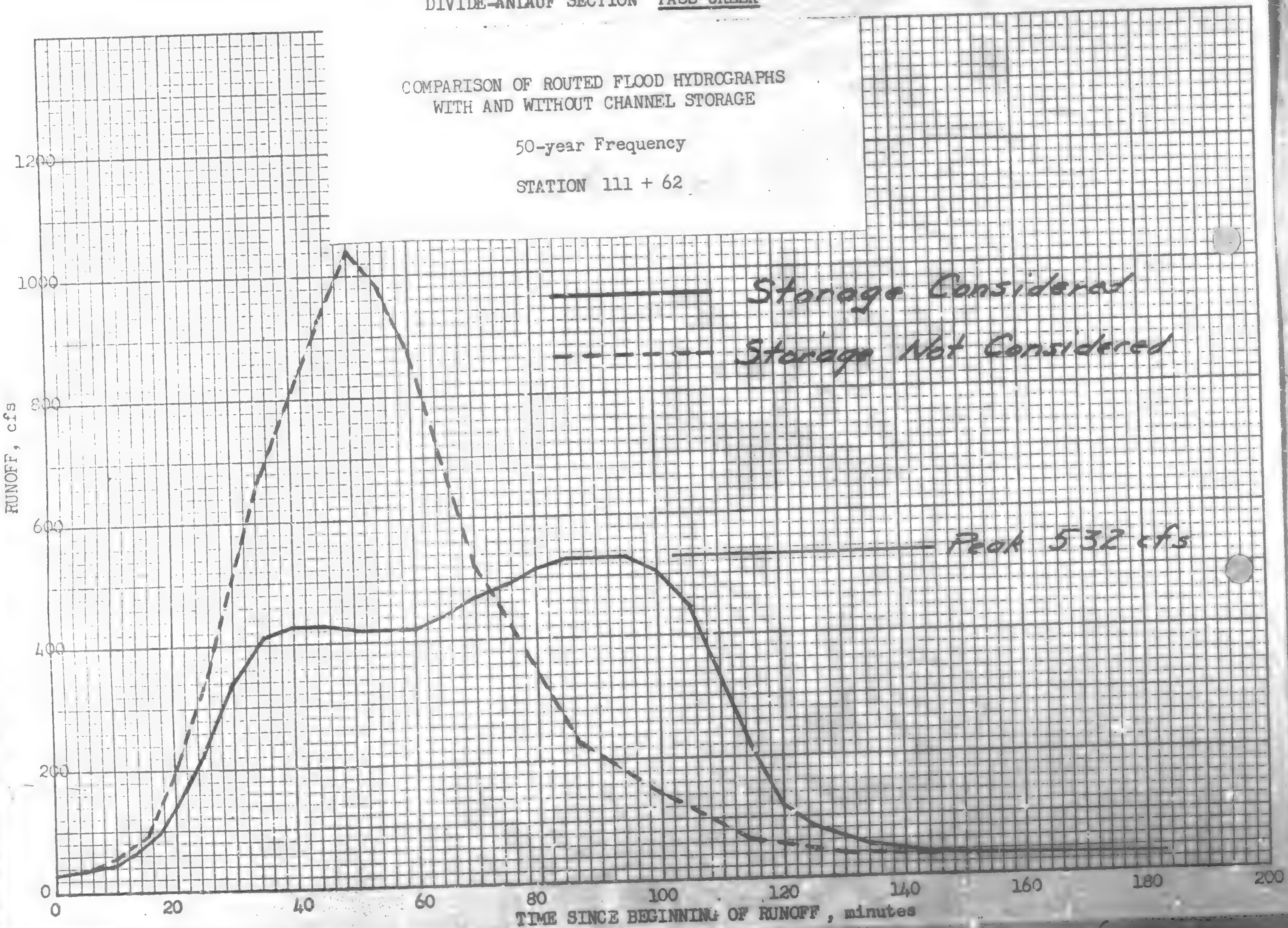


TABLE III
DESIGN DATA FOR EXISTING CULVERTS WITH PROPOSED EXTENSIONS

STATION L^4 LINE	CULVERT DIAMETER inches	CULVERT LENGTH feet	GRADE %	INLET FL ELEV.	OUTLET FL ELEV.	DESIGN FLOW W/ STORAGE cfs	HEADWATER ELEV. projecting entr.	TAILWATER ELEV.	HEADWATER ELEV. headwall entr.
11 + 85	72	500	2.6	619.5	607.1	274	630.7	611.6	630.3
37 + 36	84	266	0.73	560.9	559.0	480	580.0	567.4	579.4
44 + 40	96	220	0.56	550.3	548.9	590	565.4	555.0	564.5
50 + 64	96	220	1.43	539.4	536.0	590	552.4	542.1	551.6
69 + 65	96	220	1.00	514.9	512.9	570	528.1	519.0	527.5
76 + 82	102	210	2.51	503.2	497.5	565	514.0	504.5	513.2
107 + 31	138	340	0.79	463.4	460.6	535	474.8	469.4	474.2
111 + 33	138	320	0.63	458.8	456.6	532	468.9	461.7	468.1

TABLE IV
SUMMARY

HEADWATER ELEVATIONS FOR VARIOUS INLET TREATMENTS

STATION	PROJECTING ENTRANCE	HEADWALL ENTRANCE	HEADWALL WITH BEVEL ENTRANCE	DIFF. ELEVATION PROJECT-BEVEL
11 + 85	630.7	630.3	629.7	-1.9 ft
37 + 36	580.0	579.4	578.9	-1.1 ft
44 + 40	565.4	564.5	564.0	-1.4 ft
50 + 64	552.4	551.6	551.0	-1.4 ft
69 + 65	528.1	527.5	526.8	-1.3 ft
76 + 82	514.0	513.2	512.9	-1.1 ft
107 + 31	474.8	474.2	474.0	-0.8 ft
111 + 33	468.9	468.1	467.9	-1.0 ft

1037

RECEIVED
DEC 18 1972
FOR FILING
UTILITY UNIT

RECEIVED
STATE HWY ENGR
DEC 14 '72
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

F. B. KLABOE

Cont

Pac B

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 14, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: E. A. Kendrew
Assistant Engineer

RE: Access from Highway to Railroad
Divide-Comstock Section
Pacific Highway
Linn and Douglas Counties
Your File: 323-3
0-0-71-6

Gentlemen:

This is in reply to your letter dated November 21, 1972, wherein you ask if the State is going to grant all of the accesses from the highway to the railroad, requested in your letter dated April 10, 1972.

We have examined this problem at some length and are proposing to provide access by way of frontage roads to all existing points of access except those opposite Highway Stations 45, 71 and 91. Please review these locations and advise of your need to obtain access at these points. In order to make an appropriate analysis, we should have your frequency of use and the type of vehicle which will be using these access points.

In my letter dated August 21, 1972, I advised that the combination Corridor and Design Hearing was tentatively scheduled for November 21,1972. The hearing was not held on that date, and is now tentatively scheduled to be held in February or March of 1973. You will be advised of the precise time and place in the usual manner.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly

cc: Southern Pacific - San Francisco
bc: F. B. Klaboe w/att.
E. S. Hunter "
V. D. Wolfe "
L. H. Young "
J. H. Versteeg "
H. E. Mayfield "
M. G. Havig

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
G. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
[illegible]

November 21, 1972

IN REPLY PLEASE REFER TO
323-3

Mr. T. W. Litchfield
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to your letter of August 21, relative to hearing schedule of Divide-Comstock Section, Pacific Highway, Lane and Douglas County.

Please advise action taken by Highway Division relative to railroad accesses from the proposed I-5 reconstruction.

Please advise if you are going to grant all of the access previously requested.

Yours truly,

AWKilborn

RECEIVED
NOV 27 1972
UTILITY UNIT

9637

[illegible]

Form [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 27, 1972

Envir
R/W
Pac S

SUBJECT: Divide-Anlauf Section
I-5

To: Victor D. Wolfe
Location Engineer
SALEM

NOTED
A. E. JOHNSON

Pass Creek does have steelhead and salmon spawning bars. We will have problems with relocating parts of this stream. Mr. Al Bates has contacted the Game Commission and we are waiting for their report. A copy of this report will be forwarded to your office.

J. H. VERSTEEG
Region Engineer

JHV/cw

cc E. S. Hunter
A. E. Johnson ✓

RECEIVED
NOV 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

(68) 9037

I-5, Doug Co
Divide-Anlauf Sec
7 Divide-Comstock Unit

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 27, 1972

Douglas County
Board of Commissioners
Courthouse
Roseburg, Oregon 97470

File 10741
Pass Creek Wayside
Pacific Highway
Douglas County

Attention Mr. Ray E. Doerner
Chairman

RECEIVED
COUNTY & CITY SECTION
NOV 28 1972
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☐ UPE ☑ CE ☒ RE ☒ RPE ☐

Gentlemen:

We acknowledge receipt of the deed from Douglas County Board of County Commissioners dated November 13, 1972, for the Pass Creek Wayside, revising the use from "park" to "public". The document is being forwarded for recording today.

Very truly yours,

Adele L. Egan
Asst. Right of Way Office Mgr.

AE
lg

cc: J. H. Versteeg
(With 2 copies deed)

County-City Section
Attention Don Harwell

RECEIVED
COUNTY & CITY SECTION
NOV 28 1972
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

#5 Doug Co

Here to be 1973

9037

bc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. H. Moehring
D. G. Talbot
L. I. Lindas
Victor Wolfe
J. H. Versteeg

November 2, 1972

Mr. George Grubb
Douglas County Engineer
Courthouse
Roseburg, Oregon 97470

Divide - Anlauf

Re: Pass Creek Wayside
Pacific Highway I-5
T 21 S, R 4 W, W.M.
Douglas County

Dear George:

In our telephonic discussion of November 1, relative to a conditional use of Pass Creek Wayside, may I take this opportunity to relate State's position on this matter.

In 1941, Douglas County assumed Pass Creek Wayside as a delinquent tax sale for the year 1940 and years prior. In 1942, the County sold said property to State for "park" purposes only, which has never been developed.

The State is currently planning on reconstruction of the Pacific Highway I-5 in this vicinity and said property is needed for road rights-of-way. In this instance, we would request you review the revised deed and if approved, present same to the Board of Commissioners for their signature and return four copies to this office for processing.

Please note that the revised document covers the dates of previous action, but specifically grants the parcel to State for "public" purposes, rather than "park".

This matter has been reviewed by our Legal Staff and in that event, found within the realm of Oregon State Law.

We appreciate your interest and early action is requested so that we may proceed with our proposed project of I-5 in the vicinity of Divide to Anlauf.

Very truly yours,

George M. Baldwin
Administrator of Highways

D. N. Harwell

By: D. N. Harwell
Assistant Engineer
County and City Section

DNH:ljt
Encl. (5)

☑ ENGR. ☑ COOR. ☑ SE ☒ AE ☒ UE
☑ UPE ☑ CE ☒ RE ☒ HPE ☐

KNOW ALL MEN BY THESE PRESENTS, That Douglas County, a political subdivision of the State of Oregon, acting by and through its Board of County Commissioners, in consideration of the benefit to the people of Oregon and in pursuance of Chapter 402, Oregon Laws, 1937, providing for the resale of real property heretofore acquired by counties for delinquent taxes; and said county having heretofore acquired title to the real property hereinafter described as a delinquent tax sale, to-wit: The tax sale for the year 1940 and prior years taxes; and the order of resale having been made and entered by said court on November 26, 1941, has bargained, sold, granted and conveyed, under date of November 14, 1942, unto the said State of Oregon and its successors and assigns, the following described real property, situated in the County of Douglas, State of Oregon, to-wit:

A parcel of land in the South half of the Southeast quarter (S½, SE¼) of Section 9, T. 21 S., R. 4 W., W.M., Douglas County, Oregon, and described as follows, to-wit:
Beginning at the corner of Sections 9, 10, 15 and 16 in Township 21 S., Range 4 West, W.M., Douglas County, Oregon, thence West approximately 2250 feet along the south line of Section 9, above township and range, to the south line of the Southern Pacific Railroad right-of-way, thence in an easterly direction along said south right-of-way line to the East line of said Section 9; thence South approximately 230 feet along said line to the place of beginning.

It is understood that the above described parcel of land is to be used for public purposes only.

Together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, and also all the right, title and interest of said county in and to the same.

TO HAVE AND TO HOLD the above described and granted premises unto the said State of Oregon and its successors and assigns forever.

IN WITNESS WHEREOF, the granter has caused these presents to be executed in its corporate name by the Douglas County, Oregon, Board of Commissioners and the seal of said county to be hereunto affixed this ______ day of ______________, 1972.

DOUGLAS COUNTY, OREGON
Board of County Commissioners

By______________________

missioners, in consideration of the benefit to the people suance of Chapter 402, Oregon Laws, 1937, providing for the resale of real property heretofore acquired by counties for delinquent taxes; and said county having heretofore acquired title to the real property hereinafter described as a delinquent tax sale, to-wit: The tax sale for the year 1940 and prior years taxes; and the order of resale having been made and entered by said court on November 26, 1941, has bargained, sold, granted and conveyed, under date of November 14, 1942, unto the said State of Oregon and its successors and assigns, the following described real property, situated in the County of Douglas, State of Oregon, to-wit:

A parcel of land in the South half of the Southeast quarter (S½, SE¼) of Section 9, T. 21 S., R. 4 W., W.M., Douglas County, Oregon, and described as follows, to-wit:

Beginning at the corner of Sections 9, 10, 15 and 16 in Township 21 S., Range 4 West, W.M., Douglas County, Oregon, thence West approximately 2250 feet along the south line of Section 9, above township and range, to the south line of the Southern Pacific Railroad right-of-way, thence in an easterly direction along said south right-of-way line to the East line of said Section 9; thence South approximately 230 feet along said line to the place of beginning.

It is understood that the above described parcel of land is to be used for public purposes only.

Together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, and also all the right, title and interest of said county in and to the same.

TO HAVE AND TO HOLD the above described and granted premises unto the said State of Oregon and its successors and assigns forever.

IN WITNESS WHEREOF, the granter has caused these presents to be executed in its corporate name by the Douglas County, Oregon, Board of Commissioners and the seal of said county to be hereunto affixed this ______ day of ______________, 1972.

DOUGLAS COUNTY, OREGON
Board of County Commissioners

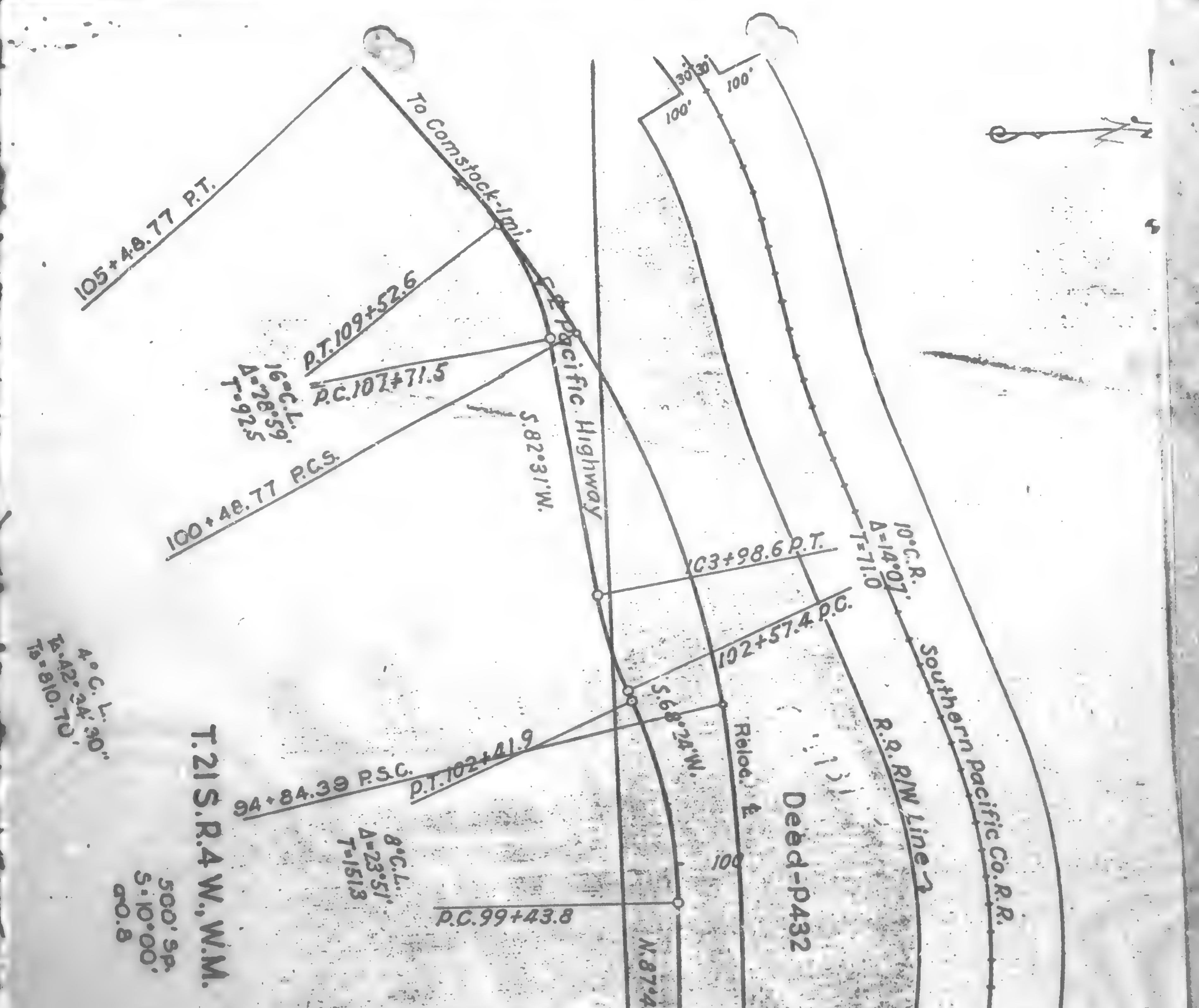
By____________________________
Chairman

By____________________________
Commissioner

By____________________________
Commissioner

(SEAL)

Pass Creek "Wayside" R/W


To Comstock-1mi.
Pacific Highway
105+48.77 P.T.
P.T.109+52.6
P.C.107+71.5
16°C.L.
Δ=28°59'
T=92.5
S.82°31'W.
100+48.77 P.C.S.
103+98.6 P.T.
102+57.4 P.C.
10°C.R.
Δ=14°07'
T=71.0
S.68°24'W.
P.T.102+41.9
94+84.39 P.S.C.
4°C.L.
Δ=42°24'30"
Ts=810.70'
T.21S.R.4W.,W.M.
8°C.L.
Δ=23°51'
T=151.3
500' Sp.
S=10°00'
a=0.8
Reloc. ℄
100
Deed-P432
R.R. R/W Line
Southern Pacific Co. R.R.
P.C.99+43.8
N.87°45'W.
88+84.39 P.S.
96+99.2 P.T.
N.87°44'30"W.
6°C.R.
Δ=13°36'
T=113.9
94+72.5 P.C.
86+98.56
S.76°29'W.
P.T.94+04.2
P.C.92+62.4
20°C.L.
Δ=28°22'
T=72.4
N.72°59'W.
92+58.3 P.T.
91+04.1 P.C.
28°C.R.
Δ=43°11'
T=81.0
500' Sp.
S=7°30'
a=0.6
30' 30'
100'
100'
90
100'
100'
16
9
81+98.56 P.C.S.
OREGON STATE H
Acquire
For
Highw
County
Scale
Exh
Ming

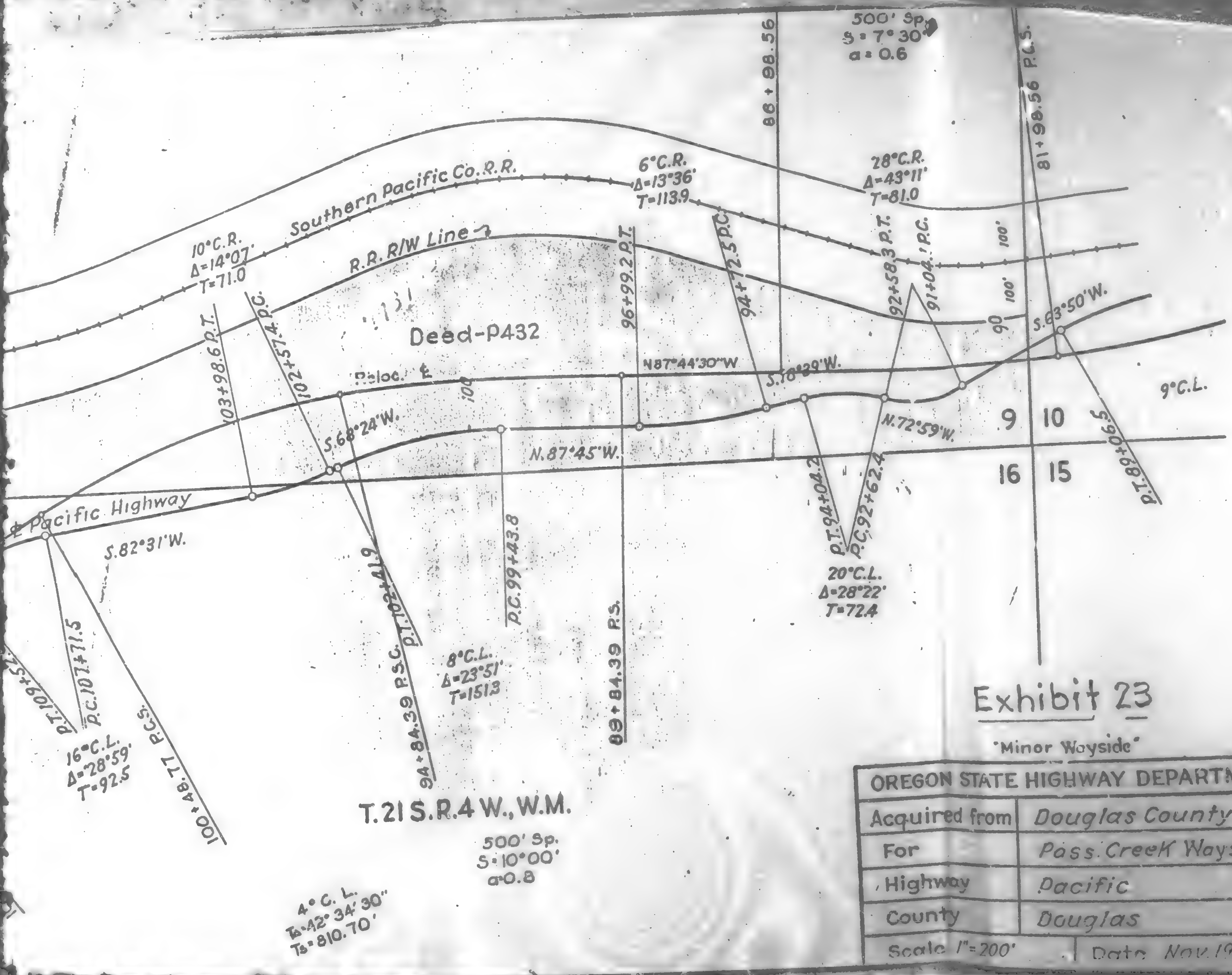

500' Sp.
S = 7° 30'
a = 0.6
86 + 98.56
81 + 98.56 P.C.S.
Southern Pacific Co. R.R.
R.R. R/W Line
10°C.R.
Δ=14°07'
T=71.0
6°C.R.
Δ=13°36'
T=113.9
28°C.R.
Δ=43°11'
T=81.0
Deed-P432
Reloc. ℄
103+98.6 P.T.
102+57.4 P.C.
96+99.2 P.T.
94+72.5 P.C.
92+58.3 P.T.
91+04.1 P.C.
100'
100'
90
100
N.87°44'30"W.
S.78°29'W.
S.63°50'W.
S.68°24'W.
N.87°45'W.
N.72°59'W.
9°C.L.
9
10
16
15
℄ Pacific Highway
S.82°31'W.
P.T.109+52
P.C.107+71.5
100+48.77 P.C.S.
16°C.L.
Δ=28°59'
T=92.5
94+84.39 P.S.C.
P.T.102+41.9
P.C.99+43.8
8°C.L.
Δ=23°51'
T=151.3
89+84.39 P.S.
P.T.94+04.2
P.C.92+62.4
20°C.L.
Δ=28°22'
T=72.4
P.T.89+06.5
T.21 S.R.4 W., W.M.
500' Sp.
S=10°00'
a=0.8
4° C. L.
Δ=42° 34' 30"
Ts=810.70'

Exhibit 23

"Minor Wayside"

OREGON STATE HIGHWAY DEPARTMENT	
Acquired from	Douglas County
For	Pass. Creek Wayside
Highway	Pacific
County	Douglas
Scale 1"=200'	Date Nov. 1942

RECEIVED
OCT 25 1972
FOR FI

Const
ack
Rec'd

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 16, 1972

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR
Adm Invest [illegible] [illegible] Sugg Act File

lg

Mrs. Donald Matson, President
Community Health Council of
  Douglas County
Post Office Box 1146
Roseburg, Oregon 97470

Dear Mrs. Matson:

In response to your letter, the possibility has been discussed with the Highway Division for the reconstruction of Interstate 5 from Curtin to the Douglas-Lane County Line.

They advised that the section has been divided into two separate construction projects for purposes of funding. The first is the Divide-Comstock Section scheduled for contracting in the fall of 1973. The second section, from Comstock to the Anlauf Interchange, is scheduled in the first quarter of 1974. This fits the availability of Interstate Funds. If no unforeseen difficulties arise, the projects will go as scheduled.

I am aware that this section does not meet Interstate standards, and I have asked the Highway Division to do everything possible to maintain the proposed construction schedule.

Thank you for bringing this matter to my attention.

Sincerely,

Governor

TM:dj

bcc: Highway Division

RECEIVED
OCT 24 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

NOTED
F. B. KLABOE

COPY

9-28-72 Matson to Hwy

DOUGLAS COUNTY

HEALTH DEPARTMENT

ROSEBURG, OREGON

BOX 1146
1154 S.E. DOUGLAS

PHONE 672-5781

September 26, 1972

RECEIVED
OCT 4 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Honorable Tom McCall, Governor
State of Oregon
Oregon State Capital
Salem, OR 97310

Dear Governor McCall:

"Death Valley" Oregon extends three miles north from Curtin to the Douglas-Lane County Line.

Locally, the name, "Death Valley" was given to this portion of Interstate Highway Five because of the many near fatal and fatal accidents which have occurred here over the years.

Because of the method of record keeping and the nearness to the county line, no one knows exactly how many people have been injured or killed here. But to warrant the name of "Death Valley" requires a large number of casualties.

Two fatal accidents occurred in "Death Valley" this summer.

On July 16, 1972 a family car pulling a trailer in Southbound lanes crossed the median and hit a Datsun Station Wagon, killing the driver of the Datsun, and seriously injuring her infant daughter and a passenger.

On September 2, 1972, a young lady was headed north in "Death Valley" in her Volkswagon. She crossed over into the Southbound lanes, first hitting a tractor-tandem trailer rig, forcing it over the 50 foot bank, critically injuring the driver and destroying a high value cargo, and killing the driver of the Volkswagon. The hulk of the volkswagon finally wound up in the northbound lanes hitting another car northbound.

"Death Valley" was carefully and specifically designed and engineered as a death trap before it ever came off the drawing boards. No one ever did this knowingly.

"Death Valley" was engineered and designed by the best highway standards available at the time. Experts state that one can safely negotiate these eleven curves at 85 miles per hour under dry road conditions.

We petition you, as governor of the State of Oregon, to consider the importance of the immediate elimination of a known death trap--described in this letter. Hopefully, a median barrier can be erected within weeks. It will save the lives of many Oregonians; it may save someone in your family - or mine.

Sincerely,

Mrs. Donald Matson

(Mrs.) Donald Matson, President
Community Health Council of Douglas County

Donald E. Bailey, D.V.M.
Southern Oregon Veterinarian Medical Association

(Mrs.) Clara Billmeyer, R.N.
Douglas Community Hospital

James K. Gray, M. D., Health Officer
Douglas County Health Department

Erma Plett, Supervising Public Health Nurse
Douglas County Health Department

Mr. Harry Roby, Administrator
Douglas Community Hospital

Naomi Soules, M.S., Public Health Educator
Douglas County Health Department

Bryon Woodruff, O.D.
Roseburg Vision Clinic

JKG:WM/emp
cc: Senator Jason Boe
cc: Representative William E. Markham
cc: Bert Quillin, Regional Accident Investigator
cc: Representative Robert Stults

[illegible] Ross

RECEIVED
SEP 29 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
SEP [illegible] 1972

FOR FILING

Const
R/W
Pac Hwy 5

Divide - Comstock

sp

September 25, 1972

Mr. Dean Baker
PO Box 613
Cottage Grove, Oregon

Dear Mr. Baker:

In response to your telephone call to our Traffic Engineering Section, we have checked the accident records for Curtin-Lane County Line section and a similar length section north of the Divide Interchange on I-5.

Reported accidents for the two and one half year period from January 1, 1970 to June 30, 1972, were as follows:

Section	Total Accidents	Persons Injured	Persons Killed
Curtin-Lane Co. Line (M.P. 164.00 to M.P. 168.01)	17	16	1
Divide Interchange-London Rd. (M.P. 168.17 to M.P. 172.24)	32	34	1

If this office can be of further service, please advise.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ:du el
bc: Tom Edwards
F. B. Klaboe
L. E. George
J. H. Versteeg

9037

RECEIVED
SEP 26 1972
FOR FILING

Cust
Rlw
Pac Hwy S
Divide - Comstock
Sp

In the Heart of Oregon's Lumber Industry

South Lane School District 45J3
PHONE 503 942-3381
103 South Fifth Street
Cottage Grove, Oregon 97424

HOME OF
BOHEMIA MINING DAYS

RECEIVED
STATE HWY ENGR
SEP 21 '72
REFER TO
FOR

September 14, 1972

NOTED
F. B. KLABOE

Mr. J. H. Versteeg, Region Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Versteeg:

Reference is made to your letter of 9/13/72, in which you indicated that Mr. John Sheldrake will be contacting my office by the end of next week in regard to transportation of students to Curtin School in Douglas County. This school district has discontinued transporting of school students to the Curtin School due to community resistance, and resulting in a change of position by the local School Board. Consequently, we are no longer moving students on Highway I-5 to the Curtin School site. However, we are involved with one bus unit traveling on I-5 to the Wards Butte area, in Douglas County, since this particular area is, and has been, a part of this school district for many years. Since we are no longer involved with a mass movement of youngsters to the Curtin School, perhaps this might change your desire to have Mr. Sheldrake visit my office.

Your cooperation and consideration is appreciated.

Sincerely,

R. R. Wright

R. R. Wright
Director of Auxiliary Services

RRW/jm

9/20/72.
cc: F. B. Klaboe ✓
R. N. Bothman
Wm. Anhorn
Jack McCormick

ROSEBURG DIVISION
RECEIVED
SEP 15 1972
Assign ______ For ______
Reply ______ Action ______

Noted 9/19/72

called Mr. Wright 9/19/72. Expressed our continued interest and concern for which he thanked us. Problem has diminished.
JW Sheldrake

9037

RECEIVED
SEP 1 1972

FORM 5-30 (REV. 10-69)
FOR FILING

Const
R/W
Pac Hwy. 5
Divide-Comstock

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 13, 1972

SUBJECT:

To: William Anhorn
Sp. J. C. McCormick

NOTED
F. B. KLABOE

The South Lane School District 45J3 is planning to transport school students over I-5 to the Curtin School starting September 5, 1972. They are concerned over the condition of the highway and possible hazards, real or suspected, that might endanger the students. I read into this possible parental concern over the decision to bus students over the highway to Curtin rather than some other possible solution to house these students.

Please take extra precautions that this section of highway is kept as safe as possible under the circumstances. This may require extra patching, early sanding, sight post repair and whatever else may be required to provide satisfactory service on this section of I-5.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

JHV/cw

cc F. B. Klaboe, w/attach. ✓
R. N. Bothman, w/attach.

RECEIVED
STATE HWY ENGR
SEP 14 '72
REFER TO
FOR
Info | Inves | R/D | D/R

REGION 3 P. O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

September 13, 1972

Mr. R. R. Wright
Director of Auxiliary Services
South Lane School District 45J3
103 South Fifth Street
Cottage Grove, Oregon 97424

Dear Mr. Wright:

We are equally concerned about the safety of those students being transported to the Curtin School over the State Highway system. Every effort is made to maintain the State Highways in the safest possible condition at all times.

I thought perhaps a meeting to discuss the transporting of these students to Curtin School might be beneficial to both agencies. I will have Mr. John Sheldrake, Region Maintenance Engineer in the area, contact you by the end of next week.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

JHV/cw

cc William Anhorn

bc F. B. Klaboe
R. N. Bothman
J. C. McCormick

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY OREGON DEPARTMENT OF TRANSPORTATION

TITLE OF RECORD SERIES CONSTRUCTION CONTRACTS

ARRANGEMENT OF RECORDS BY CONTRACT NUMBER

INDEX

INDEXING BEGINS WITH : 9031 **ENDS WITH** 9037 to be continued on Reel 214

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	213	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 16th DAY OF March 1990 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR